Australian
SEPTEMBER/OCTOBER, 1979. ISSUE 98 Vol. 9 No. 5 90c*

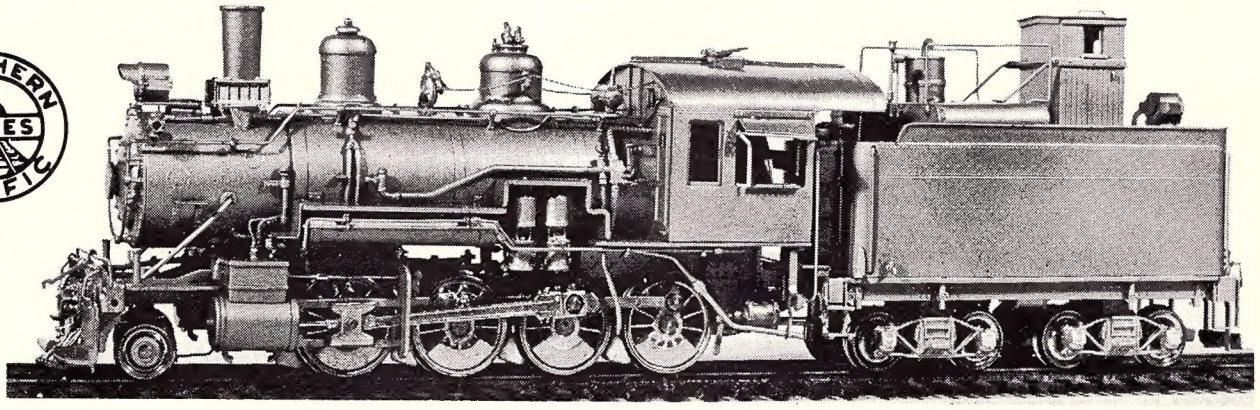
MODEL RAILWAY

Magazine

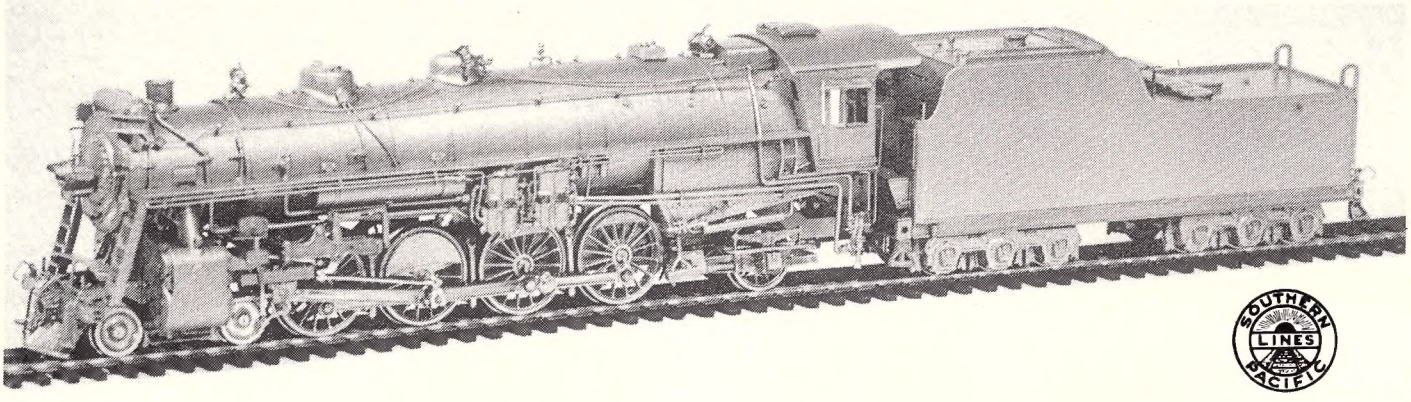
AMRM

Registered for posting as a periodical — Category B.
*Recommended retail price only.

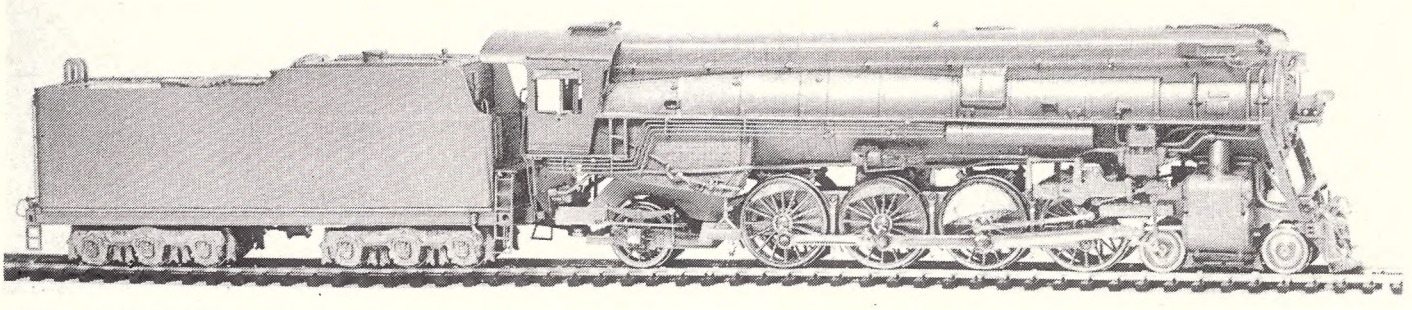
NEW MOTIVE POWER IN HO SCALE
—NOW AVAILABLE FROM STOCK.....

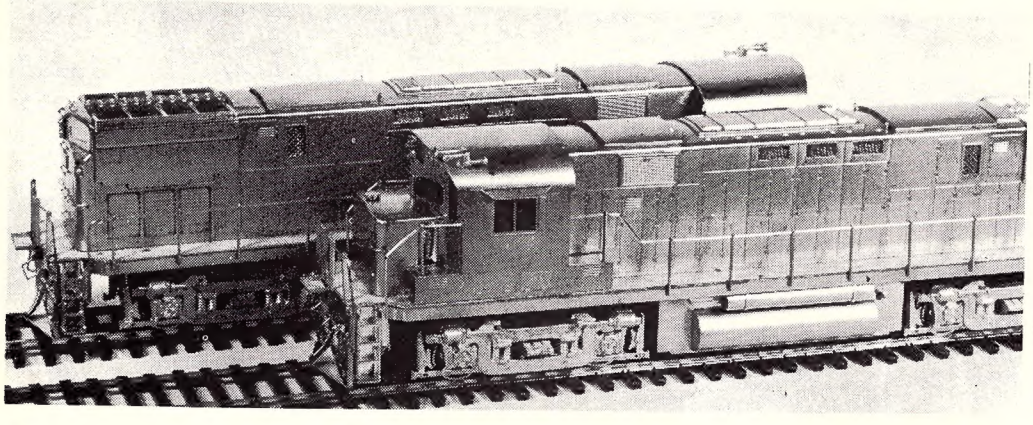


Southern Pacific 'C-15' 2-8-0 Loco & Tender. Fitted with 'CAN' motor and idler gear box. A duty-free import from the shops of Alco models in Korea. Price: $268.00.



Alco models' SP 'MT-2' 4-8-2 Loco & Tender. Finely detailed and fitted with 'CAN' motor & idler gear box combination. Both Skyline and standard versions are duty free imports from Korea. Price: either model, $328.00 ea.





Alco 'C-425' Diesel Locomotives . . . . . manufactured in Japan for Alco Models. Drive by 'CAN' motor to all axles. Price $223.00 each.

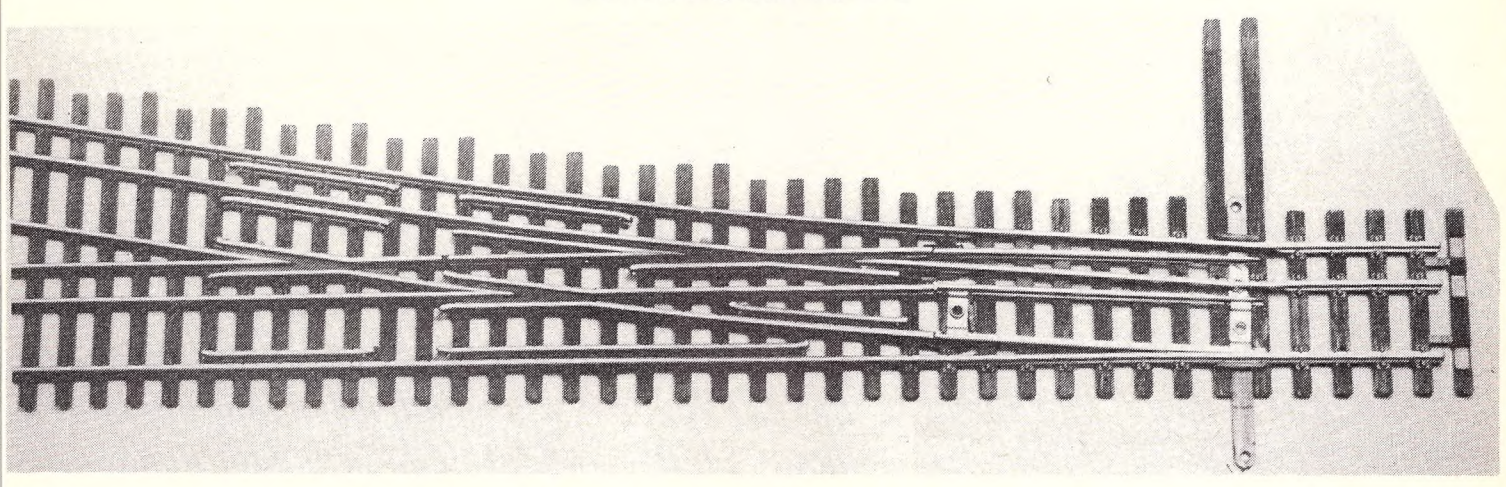
Coming! . . . From "United" . . .
HO Michigan No 2,
2-Truck Shay.
HO Cherry River
3 Truck Shay.

SOLE AGENT & IMPORTER

THE MODEL DOCKYARD PTY. LTD.

216-218 SWANSTON ST. MELBOURNE. PHONES: 663 3505 & 663 4792

"SHINOHARA"



THE FINEST RANGE OF TRACKWORK
For
HO & N SCALE MODEL RAILROADERS

Available from all good Hobbyshops

HO GAUGE
Nickle Silver, Code 100, NMRA STANDARD

	Suggested Selling prices at 1.8.79
No 4 Turnout, Left or Right Hand	$5.25 ea
No 6 Turnout, Left or Right Hand	$7.95 ea
No 8 Turnout, Left or Right Hand	$7.75 ea
No 6 Curved Turnout, Left or Right Hand	$9.15 ea
No 8 Curved Turnout, Left or Right Hand	$14.75 ea
No 4 "Y" Turnout	$5.80 ea
No 6 Three Way Turnout	$15.45 ea
No 4 Double Crossover	$16.70 ea
No 6 Double Crossover	$24.50 ea
No 6 Single Crossover, Left or Right Hand	$12.60 ea
No 4 Double Slip	$13.50 ea
No 6 Double Slip	$20.00 ea
Flexible Track, one metre length	$3.95 ea
Flexible Track, with check rail, 19½" length	$3.30 ea
9 Degree 30 Minute Crossing, Left or Right Hand	$7.70 ea
30 Degree Crossing	$7.60 ea
45 Degree Crossing	$7.60 ea
60 Degree Crossing	$7.60 ea
90 Degree Crossing	$7.60 ea
Metal Rail Joiners, per pack of 12	$1.00 ea
Plastic Rail Joiners, per pack of 12	50c

HO GAUGE
Nickle Silver, Code 70 NMRA STANDARD

No 4 Turnout, Left or Right Hand	$6.55 ea
No 6 Turnout, Left or Right Hand	$7.35 ea
No 8 Turnout, Left or Right Hand	$7.15 ea
No 8 Curvable Turnout, Left or Right Hand	$10.85 ea
No 4 "Y" Turnout	$4.15 ea
No 6 Three Way Turnout	$14.75 ea
No 6 Double Slip	$14.60 ea
Flexible Track, One metre length	$3.55 ea
Metal Rail Joiners, per pack of 12	$1.15 ea
Plastic Rail Joiners, per pack of 12	80c ea

HOn3 GAUGE
Nickle Silver, Code 70, NMRA STANDARD

No 4 Turnout, Left or Right Hand	$6.20 ea
No 6 Turnout, Left or Right Hand	$5.70 ea
Flexible Track, one metre length	$3.40 ea

DUAL HO/HOn3 GAUGE
Nickle Silver, Code 70, NMRA STANDARD

Flexible Track, one metre length	$4.85 ea
Transition Track Section, Left or Right Hand	$3.70 ea
No 6 Left Hand Turnout, 'L-1', with common rail on outside	$14.20ea
No 6 Left Hand Turnout, 'L-2', with common rail on inside	$14.20 ea
No 6 Right Hand Turnout, 'R-1', with common rail on inside	$14.20 ea
No 6 Right Hand Turnout, 'R-2', with common rail on outside	$14.20 ea

N GAUGE
Nickle Silver, Code 70, NMRA STANDARD

Flexible Track, 90 cm length	$3.45 ea
No 4 Turnout, Left or Right Hand	$5.45 ea
No 6 Turnout, Left or Right Hand	$4.80 ea
No 6 Double Crossover	$23.85 ea
No 6 Three Way Turnout	$18.35 ea
30 Degree Crossing	$5.85 ea
45 Degree Crossing	$5.85 ea
60 Degree Crossing	$5.85 ea
90 Degree Crossing	$5.85 ea
No 4 "Y" Turnout	$6.15 ea
No 6 Curved Turnout, Left or Right Hand	$9.95 ea

ACCESSORIES

Kumata Point Motor	$5.30 ea
Tenshodo Point Motor	$8.45 ea
CI Point Lever, sprung	$1.80 ea
CI Point Lever, rigid	$1.45 ea
CT Wheel Stops, per 2 pr	$1.20 pkt
C2 Bumper Kit	$1.90 ea

New! . . . Mann-Made 6V AC/DC Motor Driven Switch Machine. Auxilliary contacts provide for 'position feedback' to panel indicators, signals etc or 'power routing' to frogs, sidings, return loops etc. Centre stop position makes this Unit ideal for powering 3-position semaphore. Maximum 1" travel also permits Unit to be used for opening and closing doors, raising and lowering water spouts etc ..... Due September

SOLE AGENT & IMPORTER

THE MODEL DOCKYARD PTY. LTD.

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Discover 'Wrenn' 'OO' Wagons Free'er rolling metal wheels, metal chassis Hornby-Triang couplings.

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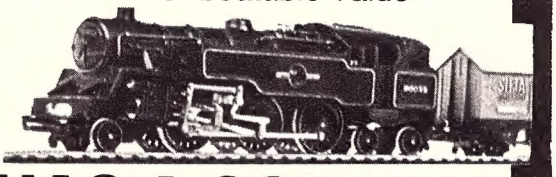

WHAT HAS A SOLDIER TO DO WITH MODEL RAILWAYS?

I am Colonel Fantastic and I personally guarantee every purchase you make from Fantastic Modelshops.

* Come and see the new range of K's complete Locomotive Kits with new motors, chassis, wheels, instructions.
* Airfix Great Model Railways Locos, coaches, wagons, track and trackside accessorie kits.
* Wrenn metal body, heavy pulling locomotives including: Sir Nigel Gresley A4, City Class, 0-6-2 Tank, 2-6-4 Tank, Castle.
* Hornby; Lima; Rivarossi; Peco; Pola; Faller; Scenic Accessories.
* We Buy and Sell Second-Hand Trains: 'N', 'OO', 'HO', 'O' Gauge Plastic and Brass, All Prototypes and Brands

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MARKLIN SPECIALISTS

Railroad Supplies: Lima, Hornby, Wrenn, Roco, Bachmann, Arnold, Rivarossi, Locomotion, H & M, Protype, Piko, Model Power, AHM, Peko, Ratio, Roundhouse. **Trackside kits, many makes. Books:** Kalmbach, Carstens, Australian Model Railroad. Scratch Builders' Supplies: K & S, Plastruct, Kadee, X-acto, X-po, Zona.

COME VISIT US, IF WE DON'T STOCK IT, WE'LL TRY AND GET IT FOR YOU! OPEN THURSDAY NIGHTS AND SATURDAYS.

MODEL RAILWAYS IN THE SYDNEY EASTERN SUBURBS

Range Includes:–
PREISER
AMRI Accessories,
ATLAS
HORNBY
LIMA
JOUEFF
LIFE-LIKE
ROCO track
BRAWA
MEHANOTEHNIKA
KIBRI
VAU-PE
PO LA
HUMBROL
H & M
HEKI
ROCO locomotives.

HOOPERS TOYS

474 BUNNERONG ROAD
MATRAVILLE, NSW.
2036. Ph. (02) 661 6615

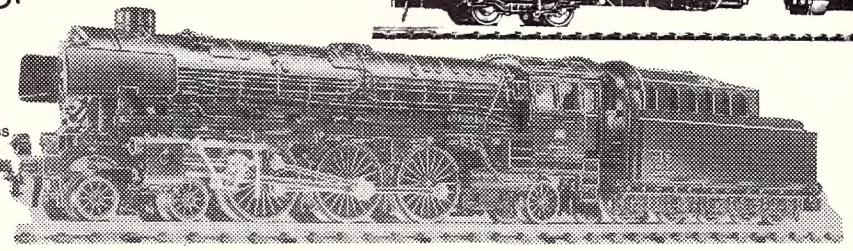
PHONE REVERSE CHARGES (6 p.m.-9 p.m.)
on these 4 super specials

SPECIAL OFFER

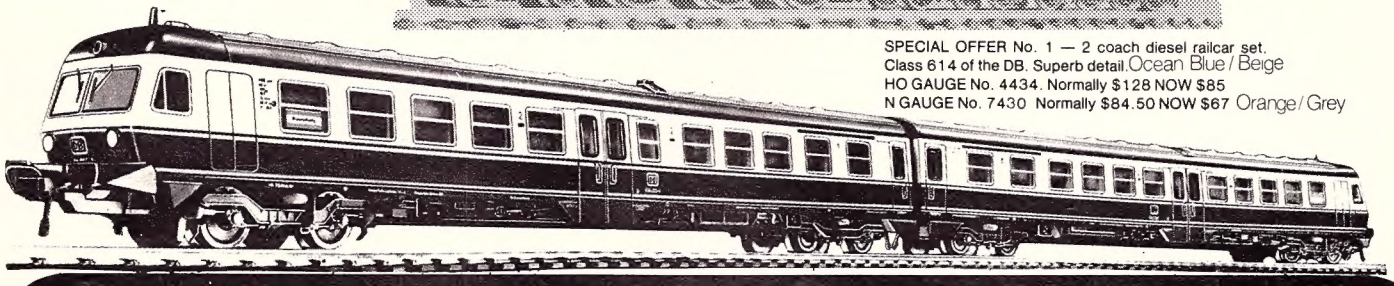
TO CELEBRATE 4 YEARS OF SERVICE. HURRY ! OFFER CLOSES OCTOBER 31st OR UNTIL SOLD

SPECIAL OFFER No. 2 — Centre coach for diesel railcar set. Correct livery & lettering.
HO GAUGE No. 4436. Normally $24 NOW $18

SPECIAL OFFER No. 3 — Express locomotive. Class 011 with 5 axle coal tender. Intricate detail.
N GAUGE No. 7170. Normally $82.70 NOW $66



SPECIAL OFFER No. 1 — 2 coach diesel railcar set.
Class 614 of the DB. Superb detail. Ocean Blue / Beige
HO GAUGE No. 4434. Normally $128 NOW $85
N GAUGE No. 7430 Normally $84.50 NOW $67 Orange / Grey



FLEISCHMANN

Every piece of Fleischmann track in stock. HO track in brass rail : N track is Nickel Silver. FLEISCHMANN make a large variety of straight and curved set track and flexible track for both gauges. Also level crossings and reverse loop set. FLEISCHMANN'S "THINKING POINTS" perform any sort of switching function by simple variations or by fitting accessories. Switch by hand, electrically or automatically. Manual points come as "through points" ie. all tracks are live. Simply remove small metal clips between rails and "through points" become "isolating points" : Now current will flow in direction the point is set. Points can be electrified by clipping on a motor, mounted either above or below the track.

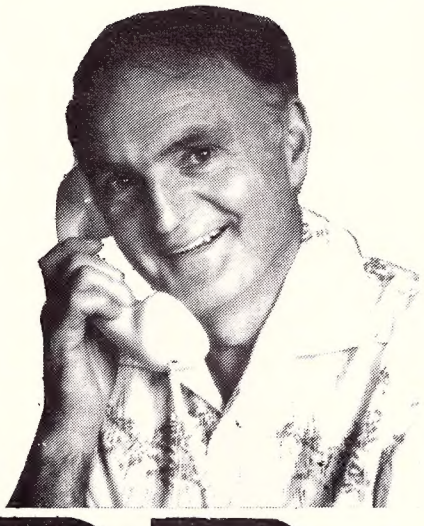
Full particulars in 79/80 FLEISCHMANN Catalogue available from Bill Webb for only $3.00 posted.

MARKLIN New items for 1979 now in stock :

No. 3102 — Mallet (2-6-8-0) loco with metal body, will run on smallest curves. Takes 2 smoke units. Beautiful model.
8302 — As per No. 3102. Hamo. 2 rail DC.
4138 — Swiss 3rd class express coach. Green.
4144 — German 2nd class express coach DR.
4145 — German 1st class express coach DB.
4432 — Old-fashioned private owner wine car.
4460 — German freight car with swivell roof.
4699 — DB freight train baggage car. Open doors.

COMPLETE RANGE of M track, K track and overhead catenary stocked. We offer excellent service for repairs, conversions and spare parts. All the above at competitive prices.

Catalogues	Post Paid
ARNOLD N GAUGE	$2.00
FLEISCHMANN. HO & N.	3.00
HAG — HO GAUGE	.70
HAMO HO 2 RAIL DC.	.25
KIBRI KITS	1.40
LOCOMOTION CONTROLLERS	.25
MARKLIN 1978-79	1.50
PECO-HO	2.00
PECO-N	2.00
POLA KITS	3.00
RIVAROSSI — TO N.S.W.	8.65
— INTERSTATE	9.75
SEUTHE SMOKE GENERATORS	.25
VOLLMER KITS	$1.45



BILL WEBB

SEUTHE

Smoke Generators

For Steam Locomotives and Diesels

We stock a unit to suit most makes HO, O and No. 1 gauge locomotives, whether metal or plastic. There are special units for Marklin, Fleischmann, Hamo, Roco and Liliput. Also units for ships, diesels, houses and factories. $8.00 each.

MAIL CHARGES
Orders up to $15.00 add 80 cents.
Orders $15.00 to $50.00 add $1.50
ORDERS OVER $50.00 POST FREE
No order too small.
LAY-BYS AVAILABLE

BILL WEBB MAIL ORDER
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Showroom — 21 Meares Avenue, Mangerton.
Inspection by appointment only.

Please debit my Bankcard account number

Signature .....

Expiry Date .....

Please forward
☐ PRICE LISTS ☐ MODEL No.
☐ DESCRIPTION ☐ CATALOGUE

I enclose $ postal note/cheque

NAME _____

ADDRESS _____

_____ P/Code _____

AV1213

IN THE EASTERN SUBURBS
A
MODEL RAILWAY EXHIBITION
AT

WAVERLEY COLLEGE
ENTRANCE
Cr. Carrington Rd., & Salisbury St. Waverley

EASTERN SUBURBS RAILWAY TO BONDI JUNCTION STATION. THEN 4 BUS STOPS TO THE COLLEGE BY BUS ROUTES 390-1 – 378-9 – 314 – 329

SAT. 17TH NOV.
(10 a.m – 6 p.m.)
SUN. 18TH NOV.
(10 a.m. – 5 p.m.)

FEATURING OVER 3000 SQ FT. OF OPERATING LAYOUTS, WITH SOMETHING TO INTEREST EVERYONE; FROM 'N' GAUGE TO 'O' GAUGE; COMMERCIAL MODEL TRAINS, PLASTIC MODELS, VINTAGE HORNBY EXHIBIT; MODEL RAILWAY BOOKS AND PERIODICALS; ART, CRAFT, HOBBIES, BASED ON RAILWAY THEMES. REFRESHMENTS.

ADULTS – $1·00
CHILDREN OVER 5 YEARS 40 cents
AGED PENSIONERS FREE

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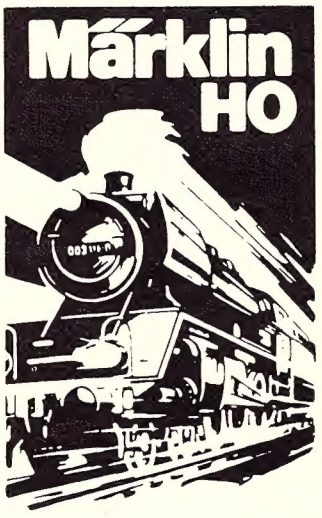
ESTD. 1897



Full stocks of Marklin always available, also HAMO 2 rail 12v D.C. Marklin locos.

Mail Order Specialists

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RAILWAY SPECIALISTS
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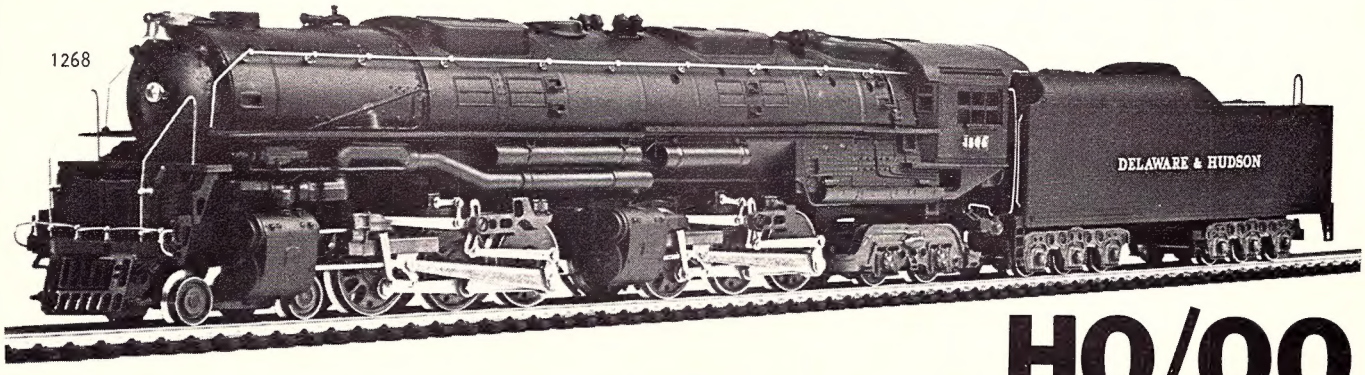
2480 GOLD COAST HIGHWAY, MERMAID BEACH, 4218 – PH. 382103



HO/00

American steam locomotives

the mighty "CHALLENGER"

The first "Challenger" type 4-6-6-4 Mallet loco was delivered to the Union Pacific in 1936. The design proved so successful that, with minor modifications, it was adopted by other railroads. The loco was a mixed traffic class and was used on passenger and freight workings on the heavy gradients in the west.

The model has a powerful motor driving both driver groups through universally jointed shafts and pendular transmissions. The model is 440mm long (No. 1268 is slightly shorter at 425mm) with working headlight and can negotiate curves down to 400mm radius.

1200 Union Pacific "Challenger" with 'Centipede' tender - unlined black with silver smoke and fire box $175.00

1253 Union Pacific "Challenger" with 'Centipede' tender - passenger livery in two colour grey with orange lining $187.50

1267 Clinchfield "Challenger" with 'Centipede' tender - all black. Has single smoke stack and no smoke deflectors $175.00

1268 Delaware & Hudson "Challenger" with 12 wheeled tender - black with white stripe on side $175.00

***

McBEES Hobby Centre

McBEES HOBBY CENTRE

P.O. Box 144 is registered at 535 Plenty Road, Preston. Items in this ad are a selection only. Any other enquiries please write. We are a licensed secondhand dealer.

Our shop is located at:
535 Plenty Road,
East Preston.

Hours: Mon-Wed 4pm-7pm
Thurs, Fri 12 noon-9pm
Sat 9 am-1 pm.

PLEASE all Mail orders to
P.O. Box 144 COBURG 3058

POSTAGE RATES:-

Post and packing MINIMUM $1.00
Additional charges:
On orders under $5.00 Nil.
$5.00-$14.99 extra 50¢
$15.00-$29.99 extra $1.00
$30.00-$49.99 extra $1.50
$50.00 and over Nil.
Airmail extra $3.00
Registered extra $2.50

bankcard welcome here

We welcome payment by BANKCARD. Please include number, expiry date and authorisation and signature. For fastest service order on our order form with general enquiries on separate sheet.

MAIL ORDER SPECIALISTS

KADEE HO COUPLERS

Please note — In common with most lines from the USA, Kadee prices have been increased. Even with this latest increase, McBEES price for a packet of Kadee No 5s is still up to 65¢ lower than elsewhere in Melbourne. Our quantity discount of 10% for orders or 10 or more packets of couplers makes the difference greater than 65¢.

No 4 All metal coupler 2 pair	$2.90
No 5 Universal coupler 2 pair	$2.60
No 6 Long shank coupler 2 pair	$2.90
No 7 Underset, long coupler 2 pair	$2.90
No 8 Medium length coupler 2 pair	$2.90
No 9 As for No 5 but intended for bogie mounting 2 pair	$2.90
No 711 For "old time" equipment 2 pair	$2.90
No 13 Coupler test kit	$11.55
No 16 is the No 6 coupler with the No 7 draft gear 2 pair	$2.90

(No 16 is for use on vehicles with buffers)

HO COUPLER ACCESSORIES

205 HO Coupler Height Gauge	$3.90
208 Truck Spacer Washer .015" thick	.95¢
209 Truck Spacer Washer .010" thick	.95¢
231 Greas-em dry lubricant	$1.70
235 Spring Pic tool	$1.70
236 Speedi Loco Driver Cleaner	$8.15
256 Roundhead Delrin Screws 2-56	$1.65

KADEE HO UNCOUPLERS

307 Magne-electric	$8.15
308 Under Track Type	$2.65
321 Between Rails Type	$3.65

KADEE HO TRUCKS AND WHEELS

500 Bettendorf pair	
1500 Bettendorf	pair $3.65
501 Archbar	pair $3.65
502 Bettendorf with couplers	pair $5.15
503 Archbar with couplers	pair $5.15
509 Andrews	pair $3.65
510 Andrews with couplers	pair $5.15
520 12 pairs 33" freight wheels	$4.80
521 12 pairs 36" pass car wheels	$5.60

Plus a large range of accessories, spare springs etc. We also have N Gauge couplers, trucks etc. A new N information leaflet should be available by the time this appears.

PECO TRACK SYSTEMS

Note — There has been yet another increase in PECO prices.

SL700x "O" Streamline Track n/s	yd $4.75
SL100x "HO" Streamline Track n/s	yd $2.75
SL300x "N" Streamline Track n/s	yd $2.35
SL400x "HOn2½" Crazy Track n/s	18" $1.50

HO ELECTRO-FROG POINTS

Curved Point LH or RH	$8.50
5' Radius Point LH or RH	$8.50
3' Radius Point LH or RH	$7.95
2' Radius Point LH or RH	$6.95
Long "Y" Point	$7.95
Short "Y" Point	$6.95

HO FINESCALE CODE 100 POINTS

Curved Points LH or RH	$7.95
5' Radius Point LH or RH	$7.95
3' Radius Point LH or RH	$7.50
2' Radius Point LH or RH	$6.50
Long Crossing	$.695
Short Crossing	$6.25
Long "Y" Point	$7.50
Short "Y" Point	$6.50

N STREAMLINE POINTS

Curved Point LH or RH	$7.75
3' Radius Point LH or RH	$7.50
18" Radius Point LH or RH	$6.50
Long Crossing	$6.50
"Y" Point	$6.50

PECO ACCESSORIES

Rail Joiners Metal or Plastic HO or N	$1.00
PL10 Point Motor	$3.25
PL12 Adaptor Base for above board mounting of point motor	$1.25
PL16 Point Motor Switch in black, red, white or yellow	$2.25
PL40 Wheel Cleaning Brush	$4.50
PL41 Track Cleaning Rubber	$1.25
PL63x ELectroclean	$4.75
PL64x ELectrolube	$2.75
We carry the full range of PECO SETRACK including Setrack Points LH or RH at	$6.25

WALTHERS CATALOGUES

Over the past few years many modellers have taken advantage of our importing service from the USA using one or other of the excellent WALTHERS Catalogues as a guide. Full details on how best to use this service are included with each Catalogue we sell. We still have on hand a few 1979 HO Catalogues at $5.00 plus $1.50 post and packing. We are now taking orders for the 1980 HO Catalogue which we expect to arrive about the first week in January. It will feature many new lines Walthers have added during the year and also show latest prices. Price will probably be similar to this years. To be sure of getting your catalogue from the first shipment please order early — demand for these items is usually very heavy.

By the time this ad appears we should have our first shipment of Walthers 1979/80 N Gauge Catalogue. Many new lines are featured. The price for WALTHERS N GAUGE CATALOGUE will be $3.00 plus $1.50 post and packing. Naturally we will import any item from the N Catalogue as well. N gaugers have the advantage that most of the items they order travel from the USA by Air Freight.

MODEL DIE CASTING INC N GAUGE

Yes MDC have entered the N scale market. First release will be a 50' Hi-Cube Box Car. Initial roadnames are UP, Chessie System, Norfolk and Western, Rio Grande and SP. We expect delivery during October. Price $6.90

NORTHEASTERN SCALE LUMBER

We now have in stock the range of Northeastern Stripwood packaged in HO scale sizes. Each pack contains a number of 11" lengths of stripwood and is marked in HO and N scale sizes. The table below indicates the range available and the number of pieces per pack. eg HO scale 1 × 6 inches pack contains 20 pieces. All packs are $1.45.

All $1.45 Pkg.		WIDTH—H.O. Scale Inches.						
		2	3	4	6	8	10	12
THICKNESS—H.O. Scale Inches.	1	25	25	25	20	20	20	X
	2	25	25	25	20	20	20	17
	3	X	25	25	20	20	20	17
	4	X	X	20	20	20	20	20
	6	X	X	X	20	17	17	17
	8	X	X	X	X	17	17	17
	10	X	X	X	X	X	17	14
	12	X	X	X	X	X	X	14

DETAIL ASSOCIATES HO

Detailing parts for US and in some cases Australian Diesels. The list below is only part of the range. New additions are made monthly. monthly.

1101	Lift ring, EMD, 3.5" Eye Bolt	(36) $1.35
1102	Lift ring, EMD, F&E Unit Nose	(6) $1.35
1103	Lift ring, Flat, mounts on pilot beam	(8) $1.15
1104	Lift ring Tabs, Roof and Side Hood Mount	(16) $1.15
1201	Bell, EMD Cab Mount	(2) $1.15
1301	Cab Sunshade	(6) $1.35
1302	Cab Sunshade F&E Units	(8) $1.35
1501	MU Stand EMD Early GP Type	(2) $1.15
1502	MU Stand, EMD Early GP Type high	(2) $1.15
1503	MU Stand, EMD intermediate GP SD single	(2) $1.15
1504	MU Stand, EMD intermediate GP SD double	(2) $1.15
1505	MU Stand, EMD Late GP, SD Type single	(2) $1.15
1506	MU Stand, EMD, Late GP, SD Type double	(2) $1.15
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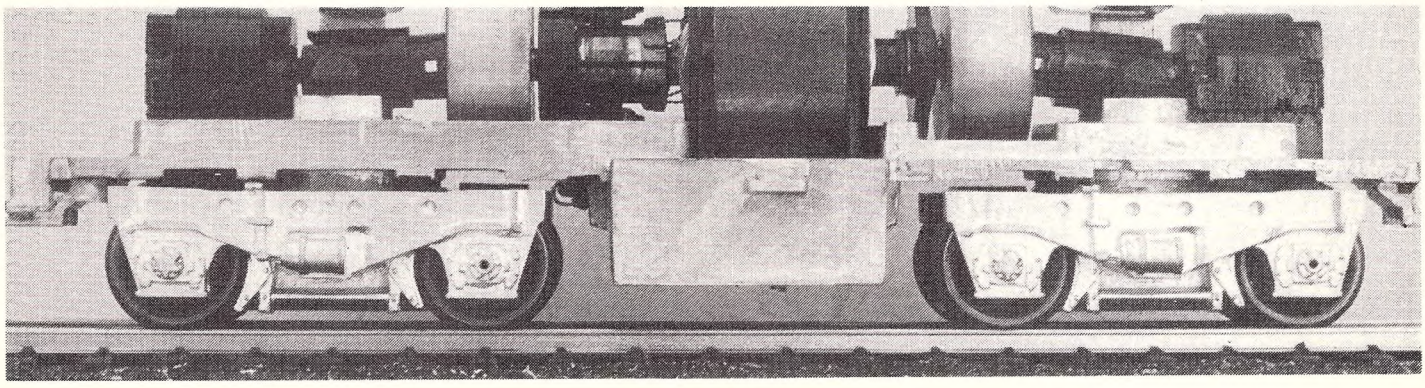

Illustrated above are our Victorian Railways "T" Class Diesel Bogie Sideframes — the latest addition to our VR Prototype range of detailing parts. These sideframes are designed as direct replacements for the sideframes on ATHEARNS SW-1500 (cow or calf) or S-12 diesel mechanisms. They are metal castings and are packaged in sets of 4. Price $3.95

The 'Y' class sideframes mentioned in our last ad are still in the pipeline. Further details will appear in our next ad.

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The 3 bogie kits above are also available without wheels (pair) $3.90
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VR Axle boxes for short wheelbase 4-wheel wagons — GY etc (4 axle boxes) $1.20
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Other items of VR Prototype are in the planning or production stages-in both HO and HOn2½. Further releases in HO will be delayed pending a more reliable supply of 10½mm spoked wheels.

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UTAH PACIFIC items are lost wax castings. We also carry a large range of MV PRODUCTS headlight lenses to obtain the "ultimate" in headlight realism.

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AT ISSN 0045-009X

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November/December, 1979 19.10.79
January/February, 1980 ..... 14.12.79

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COMMENT

Many aspects of railway operation, and items of equipment, come to fruition at the expense of others. 'Things that might have been' include buildings, routes, locomotives and rolling stock. In some cases, details of these proposals are available: which means that an enterprising modeller has the opportunity to create an unorthodox, but feasible, atmosphere on his or her layout.

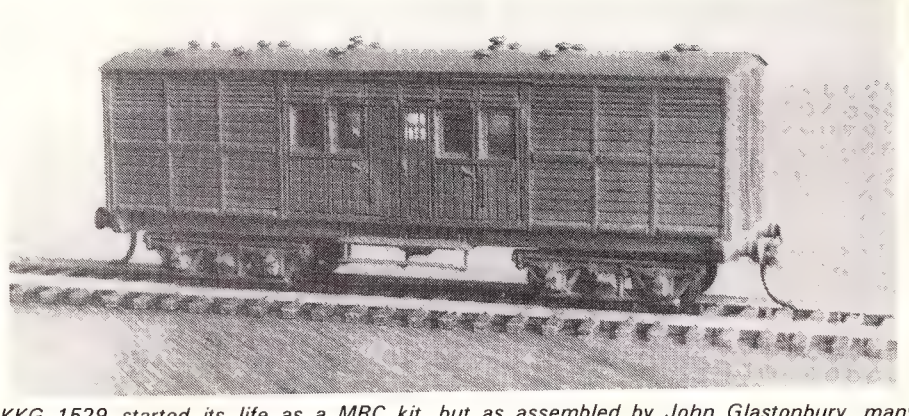
A favourite deviation from recognised prototype is to model an area which could support a railway under certain conditions. This practice has been adopted by many Australian modellers; and if operated in accordance with the principles established by the chosen prototype system, there is no reason for a ficticious line to be inferior to a model based on an actual location. Close attention to operating practices, building styles and signalling equipment — to quote a few examples — are basic ingredients in the creation of authenticity on either an imaginary or factual model.

Another area in which the modeller could introduce variety is that embracing motive power and rolling stock. Many designs never proceeded beyond the drawing board: in New South Wales, for example, uncompleted schemes called for heavy duty Beyer Garratts and Mallets, duplex sleeping cars, and interurban electric buffet trailer coaches — to name a few. Although models of such items would be primarily residents of the curiosity class, they would also serve by tracing the evolution of locomotive, carriage and wagon design as well as providing additional operational interest on the layout. Remember that even if an item was never built, in some cases it led to the construction of an alternative unit.

Naturally, the person wishing to depart from the normal sphere must be prepared to conduct a certain amount of research. In some cases, proposed routes have had good coverage in A.R.H.S. publications, while details of proposed locomotive designs appear in the PTC-sponsored 'Steam Locomotive Data' book dated July 1974. Past issues of 'Railway Transportation' have given sufficient information to allow construction of certain models.

Readers who have embarked upon the course suggested are invited to submit photographs of their efforts for publication.

Paul Rogers



KKG 1529 started its life as a MRC kit, but as assembled by John Glastonbury, many modifications have removed the kit-built appearance from the HO model. John also took the photograph.

ON THE COVER: Under the western escarpment of the Blue Mountains lies Bowenfels, NSW. The old station, built from local sandstone, is shown here as an electric interurban set swings through. The photograph was taken in December, 1967 and the interurbans no longer run through Bowenfels, the service from Sydney now terminating at Lithgow. The station has since been closed, and the historic building is now sadly showing the effects of neglect and vandalism. Photo: Jack Parker.

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HO

1:87 16.5mm

Town-hall B 5457370/129/643
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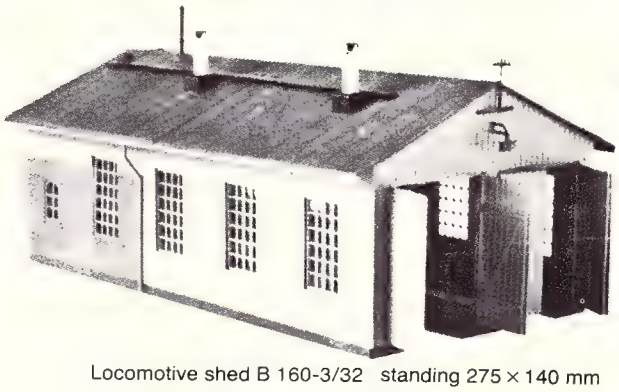
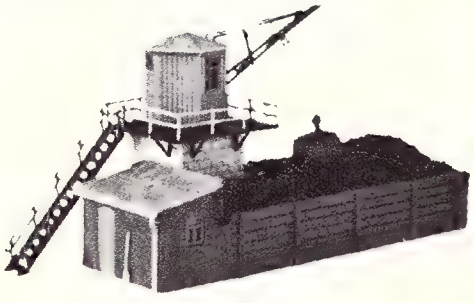
125 × 80 mm



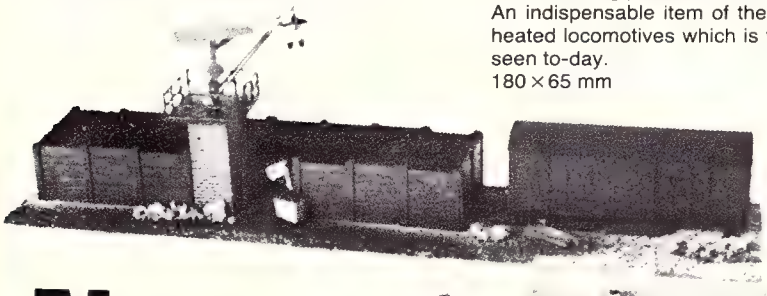
Locomotive shed B 160-3/32 standing 275 × 140 mm

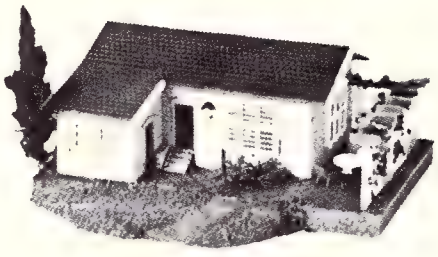
Mountain inn "Pöhlberg" B 160-2/26
An observation inn in Erzgebirge (Ore mountains).
155 × 85 mm



Coal handling plant B 160-3/34
An indispensable item of the period of steam-heated locomotives which is very seldom to be seen to-day.
180 × 65 mm

Coal handling plant 513/516
A finished model with pivotable crane, attachable coal truck and equipment shed.





Summerhouse B 5457370/129/632
with terrace and garden modelling
165 × 100 mm

N

1:160 9mm

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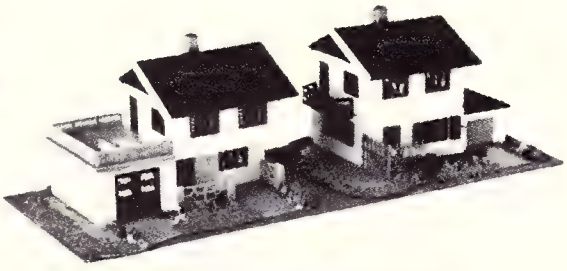

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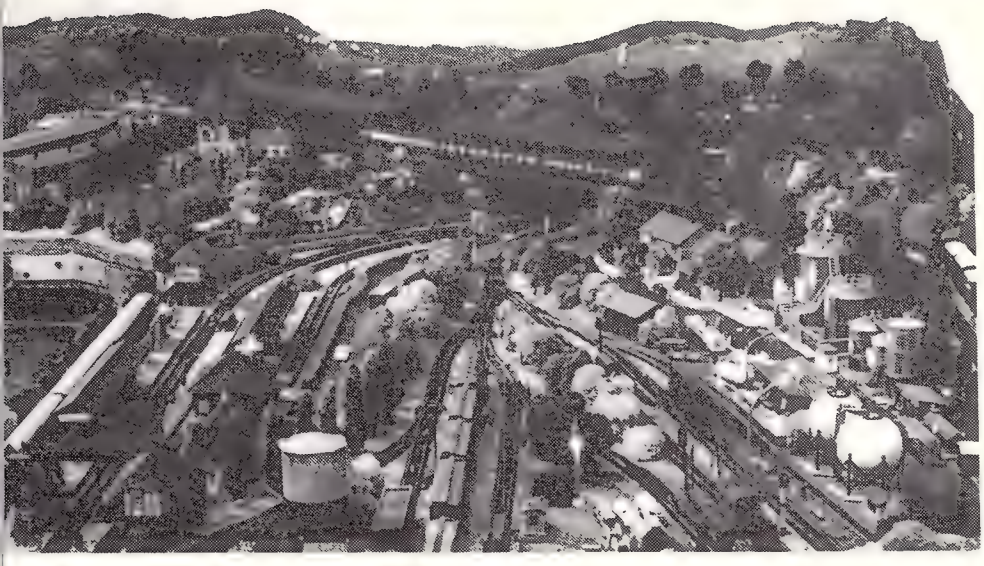
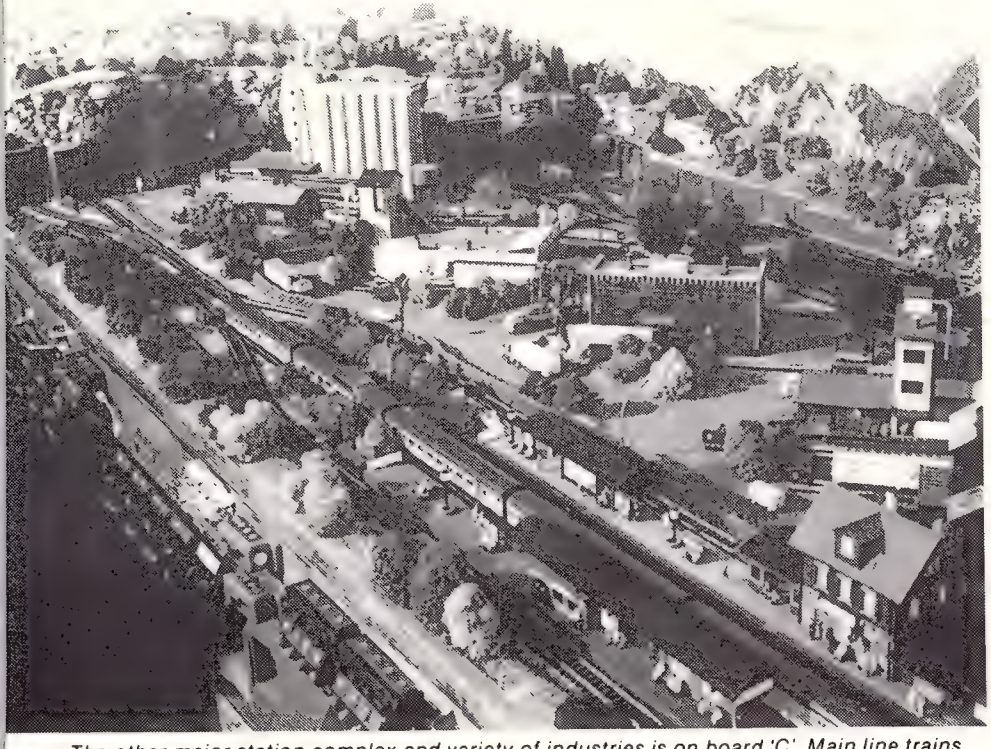
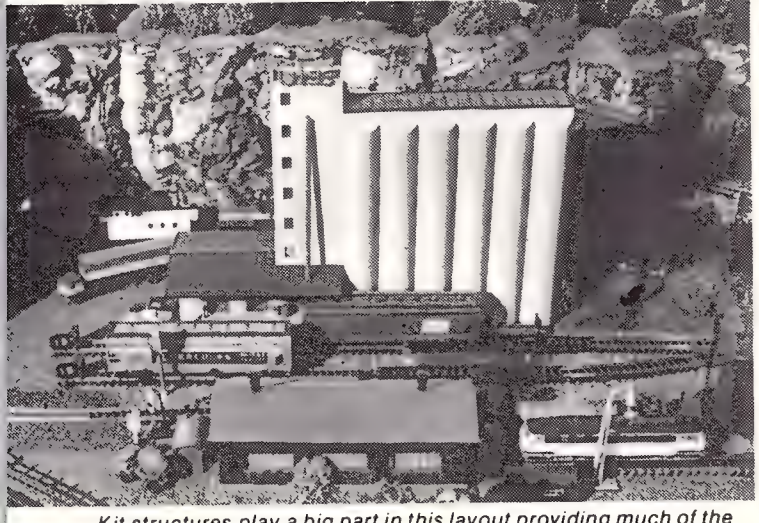


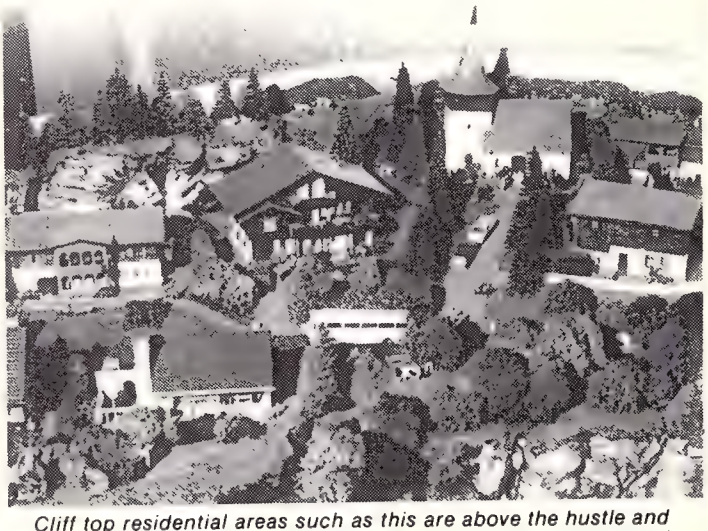
This scene of the board 'A' shows the incredible variety of activity that can be packed into a good N scale layout. To the left is the main station with the two main lines disappearing into the distance under the girder bridge. Freight yards and container crane are in the centre and the oil company depot is on the right.



The other major station complex and variety of industries is on board 'C'. Main line trains terminate at the station in the foreground. At right and top are some of the eleven industry sidings that provide much of the revenue and operating action for this railway.



Kit structures play a big part in this layout providing much of the scenery and operating interest such as this grain storage elevator and its attendant buildings.



Cliff top residential areas such as this are above the hustle and bustle of a thriving railway. Each of the structures is completed with a wide variety of figures and other vehicles. A wedding is in progress in the church at the top of the picture.

THE MEMBERS OF THE M.V.M.G. ARE

TOYING WITH A GIFT

"Never look a gift horse in the mouth" is an old and tried adage which immediately springs to mind when you are offered a superb, fully set up 'N' scale layout for a fraction of the replacement cost. It must have loomed large in the minds of the nine members of the Mont Valley Modelling Group when they were offered just such a layout in the latter part of 1978. The story started when they heard that Melbourne Engineer, Ron McLean, was bent on retiring and moving to sunnier climes, with the result that his cherished model railway layout, lovingly built up over a period of years, would have to be sold.

Although none of the members were exactly flush with idle cash, a rapid pooling of financial resources allowed them to make an offer that was accepted by Mr. McLean, and the layout, complete with sophisticated automatic train control, fully drawn plans and wiring diagrams, was theirs. Once the four main baseboards complete with backdrop scenery were safely installed in the clubrooms, the Mont Valley Modelling Group began to come to grips with the awesome task of learning how to operate the complex layout they had just purchased.

The Layout

The layout is U shaped on three main baseboards with a fourth board making up a small fiddle yard and work bench laid halfway across the top of the U. Total overall area is 11 ft by 10 ft. Two tracks, 53 feet in length, form a continuous main line loop between two major stations situated on boards A and C. The main goods yard and engine facility is located on board B, the bottom of the U. Over 240 feet of track is in use and is exclusively Peco. Eighty five points are electrically operated, and train make up and shunting manouvres are made easy by 52 electrically operated uncouplers strategically placed throughout the layout.

Baseboards are made from ½" chipboard covered with 1" low density canite. Track supports are made from ½" canite. Foldaway metal legs support the structure

allowing for easy moving and transportation Each baseboard is trimmed with 3" hardwood edging fitted with grab handles. The edging is also used as the support for all electrical controls.

Electrical

The wiring and electrical control of this layout is a delight and obviously the work of a man who knew what he was about. The basis of the system is cab control using three H &M controllers and three transformers to make cabs A, B, C, D and E. A and B control each of the two main lines while the two station/goods yard areas are controlled by C and D. Cab E powers the engine facility. Each baseboard has its own individual control centre, including cabs, block controls, automatic train controls, track storage indicators for the yards, push button switch machine activators, (mostly Marklin and Minitrix), and one Minitrix slow down unit.

The integrated train control system features two-colour signal lights (25) which allows two trains to be set off in different directions, follow a predetermined main line course, stop at all necessary stations, and arrive at their destination without any further adjustment. All wiring is colour coded and plug-in connectors are used extensively. A peek under the baseboards leaves the observer shaking his head in admiration at the logic and neatness of the installation. As can be seen from the pictures all controls are clearly marked and labelled and all electrical points and uncouplers flagged by number. Thus when the sequence of the cab controls is learnt, simple train running can be undertaken almost immediately.

For instance if you are operating cab A, all block controls, switch controls, points and uncouplers will be labelled in one particular colour, say red, while cab B controls will all be blue. Thus it is possible to operate a train by following the colour scheme of a particular cab control, switching those points indicated by colour and number in sequence, then handing it over to another cab control colour at the destination for dispersal and reforming in the appropriate sidings.

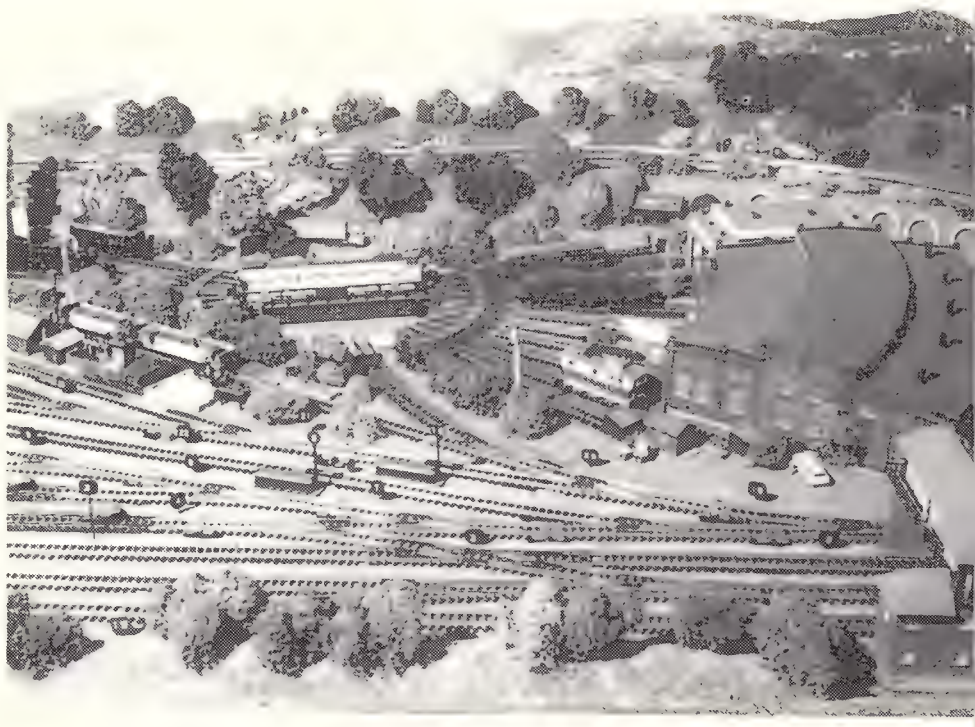
Scenery

A great deal of operation is obviously the specialty of this layout, so scenery has been confined mostly to background scenes. At the top of each leg of the U shaped layout however return loops are hidden by rocky outcrops made of cork. Small plateaux amongst the hills feature intense farming scenes rather reminiscent of Switzerland and, on another, a small residential village complete with church and wedding in progress. The detail is that good you can just about see the confetti. Ground cover and small trees form the basis for much of the scenery on the rest of the circuit, however the amazing number and variety of buildings and other structures make up for scarcity of grand scenery.

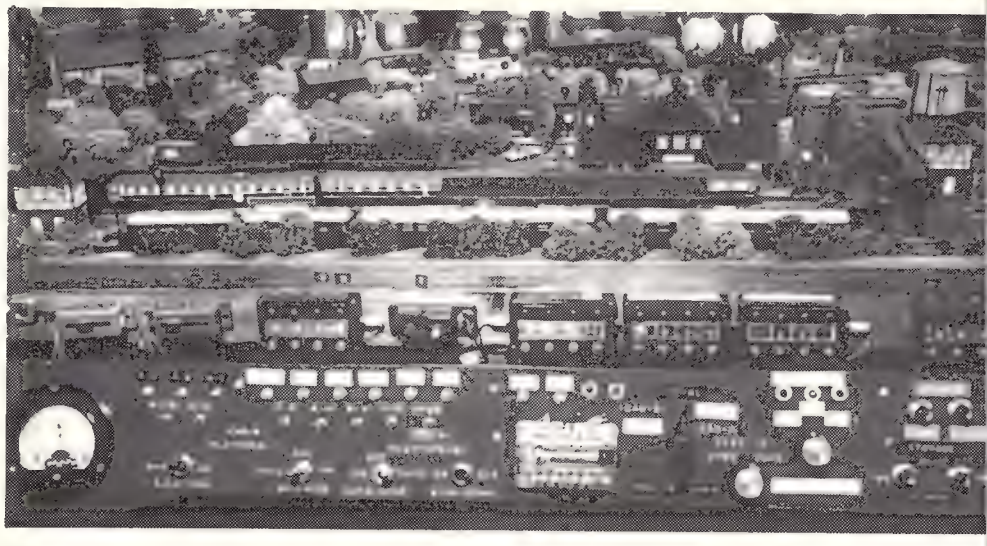
Statistics roll off the tongue easily when talking about this layout but still 27 houses, 12 factories, 7 complete industries, 2 stations, 4 loco service areas, 420 figures, 180 cars and trucks and 1,140 trees and shrubs, all to scale of course, is still impressive.

Overall there is an extraordinary depth of detail to the layout which will keep the Mont Valley Modelling Group fully occupied for many operating sessions mastering all its complexities. The club has nine members and five other layouts — one each of O, HO, LGB, Z and N gauge, which together with their latest acquisition, keeps them pretty busy, but if I might fracture another axiom, many layouts means much enjoyment.

This article was written and photographed by Peter Gibbs.



The large engine facility and the container terminus are the main features on board 'B'. The powered turntable services both engine sheds. The four track container yard can service several container trains each day. Both these pictures give good illustrations of the numbered flags which nominate each switch machine and uncoupler for the cab controller.



The photo at right shows 'A' board control centre complete with push button point controls, automatic train control switches, storage yard indicators and ammeter. Each control is clearly marked and colour coded to correspond to one of five cabs.

STUDIO CONDITIONS CAN BE BROUGHT INTO RAIL PICTURES

PHOTOGRAPHICALLY SPEAKING
CONDUCTED by Leon Oberg

Some years ago, a magazine reviewer told his readers that Studio conditions do not prevail when shooting railway pictures. He was dealing with a commercially published album type book of N.S.W. steam train pictures in which most of the results were muddy and of generally poor quality.

In fact, this reviewer was saying it nicely and I suppose, apologising for the author's lack of technical quality — not to mention print quality. In short, most of the pictures carried deep muddy shadows (not at all assisted by the poor quality publication printing!), ill-defined light separation, badly placed poles and trees, light saturation and a host of other glaring photographic technical errors. But yet, we can not shoot in studio conditions, they say!

I have always been puzzled by that statement actually, for the truth of the matter is that we can use any lighting to shoot trains and usually receive a 'studio result'. Its the technique which is the answer, not the excuse!

Assume for instance that by shooting at standard three-quarter angle a soon to arrive train's nose would be in deep shadow — a big black ugly mess of indistinct horror, an area which might in fact occupy as much as one-third the actual picture size. What else is the eye to hit first but this horrid effect?

But, simply by moving location, sometimes only a few yards, so that the same train can be shot from a more side-on aspect with a decent tree or structure cut-off point (and also have the train vehicles moving out of a bush rather than out of the side of the picture edge), a far better 'studio' result will usually transpire. Someone will say "But, what about lineside poles and wires blocking such a view?", and while that is a good question, such an 'in the field photographer' will probably be motorcading so all he need do is move a little further down the line to a suitable embankment or simply choose his lenses better! Believe me, it usually works, providing of course that the background is clean (which it should be anyway). In a nutshell, the lighting on the train at this side-on to near side-on angle will be that much more clean-cut than the lighting would be in the former location.

This same trick can be used to maximum advantage early in the morning or late in the afternoon.

Another area a number of photographers might like to be directed is nuisance shadows, both in front of or beside the subject. In sunlight, all pictures will carry some shadow, some will be longer than others. In many situations, particularly between April to mid September, and of course early morning and late afternoon, shadows will be greater than those of the summer months and one has to pre-conceive before the train actually arrives just where the subject's shadows will fall. Firstly, take a light bearing and shadow fall. If shadows look as though they are fairly long, and the lighting is dead side on or slightly to the rear, avoid close cuttings or over-bridges because the shadow will merge in a big black blob with the dark detail of the locomotive. In such cases it is better to shoot the train as it passes over an embankment because the shadow will be falling well down the other side and obviously, out of sight of the camera. Often in

Below. *A completely clean-cut picture with every bit of detail evident was possible in this instance through both exposure and angle. Nothing in fact 'bleeds' out of the train profile which is ideal. Again, the bridge steelwork is clean cut. Had the picture been taken a fraction of a second later the bush on the hill top just in front of the loco would have merged with the similarly-toned dark area above the cowcatcher. Similarly, if the picture had have been shot that same fraction earlier, the tree behind the brakevan would have merged with the roof line, or if that had not been the case, the telegraph pole horizontals may have merged out of the van which of course would have provided a distraction not in keeping with 'studio results'.*

Victorian Railways' B69 is the loco which is working a Down passenger over a dry Melton Weir on May 12, 1976. (Nikon F Photomic, 135mm lens, FP4 at 200asa).

winter, the use of a medium tele-lens is the answer to many light problems.

Steam trains are perhaps the hardest of all to photograph for not only must one decide all the earlier mentioned details, but consider too the wind direction in relation to just where the smoke will fall, and the resultant shadow. How often do we see a delightful smokey eruption being blown onto the 'wrong' side with a deep shadow cutting right through the locomotive's cab and tender and the first one or two vehicles. While of course this can not be helped, a trained eye will instantly advise one to persevere and simply change the shooting technique (again assuming one is motorcading). For instance, if you have a strong westerly wind blowing and you are hunting a steam train in a southerly direction and are like many, set to spend a few hours doing so, it is a simple matter to look at a map to locate perhaps the best wind, versus light combination (reverse curve locations and the like) and make for these at all costs. In addition, as the light swings through the course of the day, again depending on train direction, it must assist the photographer.

Another trick in bad smoke/shadow situations is to concentrate on the head-on type picture, using say, a telephoto lens to advantage to win not only the hard working locomotive front cleanly, but a strategically placed signal or structure.

Another situation which seems to frighten many photographers is dull lighting conditions, and although I want to spend more time on this subject in another article, I would like to reveal that in fact, dull lighting is one of the best times to shoot railway pictures. The only thing that alters is the technique. Generally speaking, in heavy cloud (dull light), the use of a medium telephoto lens (say 135mm) obtains the better result as the subject will be further away and reflect that much more light. The only problem is that faster film will have to be used to obtain the best result, although a film speed of 125asa can be used easily. The mechanics of dull light technique will of course vary, so too will locations, but if you can, try shooting railway trains from a high vantage point and using your tele-lens. With this type of lens the photographer can expect quite a reduction in depth of field, made more significant through the bad light versus more open aperture ratio. However, with experience, selection of a location when light is dull will often dictate a long slow gradient where camera shutter speed can be reduced to a 250th (the slowest usually possible under ordinary in the field action photography — unless panning or other techniques are used). This in turn will allow the use of one stop smaller aperture to help overcome depth of field.

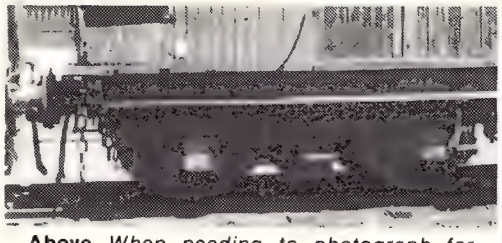
Another trick the experienced 'bad light' operator might use is the short cut-off technique. Should the light be really bad, or because no suitable slow grade is available, the selection of an overbridge, or some other equally photogenic structure — or shrubbery even will always allow a photographer more control over a near-nil depth of field situation for instead of attempting to gain sharp focus from the loco front to the train rear — or the distant hills, all he now need do is ensure clear focus from the loco front to the overbridge — a much easier task — and also effective.

Then of course, another bad light trick can be obtained with the true silhouette technique. Of course, to pull this off and gain the 'studio performance' result, the background must not grow out of the subject in any shape or form. Everything in the ideal picture must be clean and if possible, again have a cut-off point for the train if shooting at close quarters and the train is too long for the view finder.

Silhouette pictures are actually easy to do, if of course the clean picture guide-lines are observed. Exposure worries some operators however and the best advice I can give is shoot against the brightest light source, gain an exposure reading on the country-side (even if you have to walk beyond the influence of the railway line). Then check this against the railway (let us say we are getting a picture of a train crossing a bridge). This should be providing at least two stops below

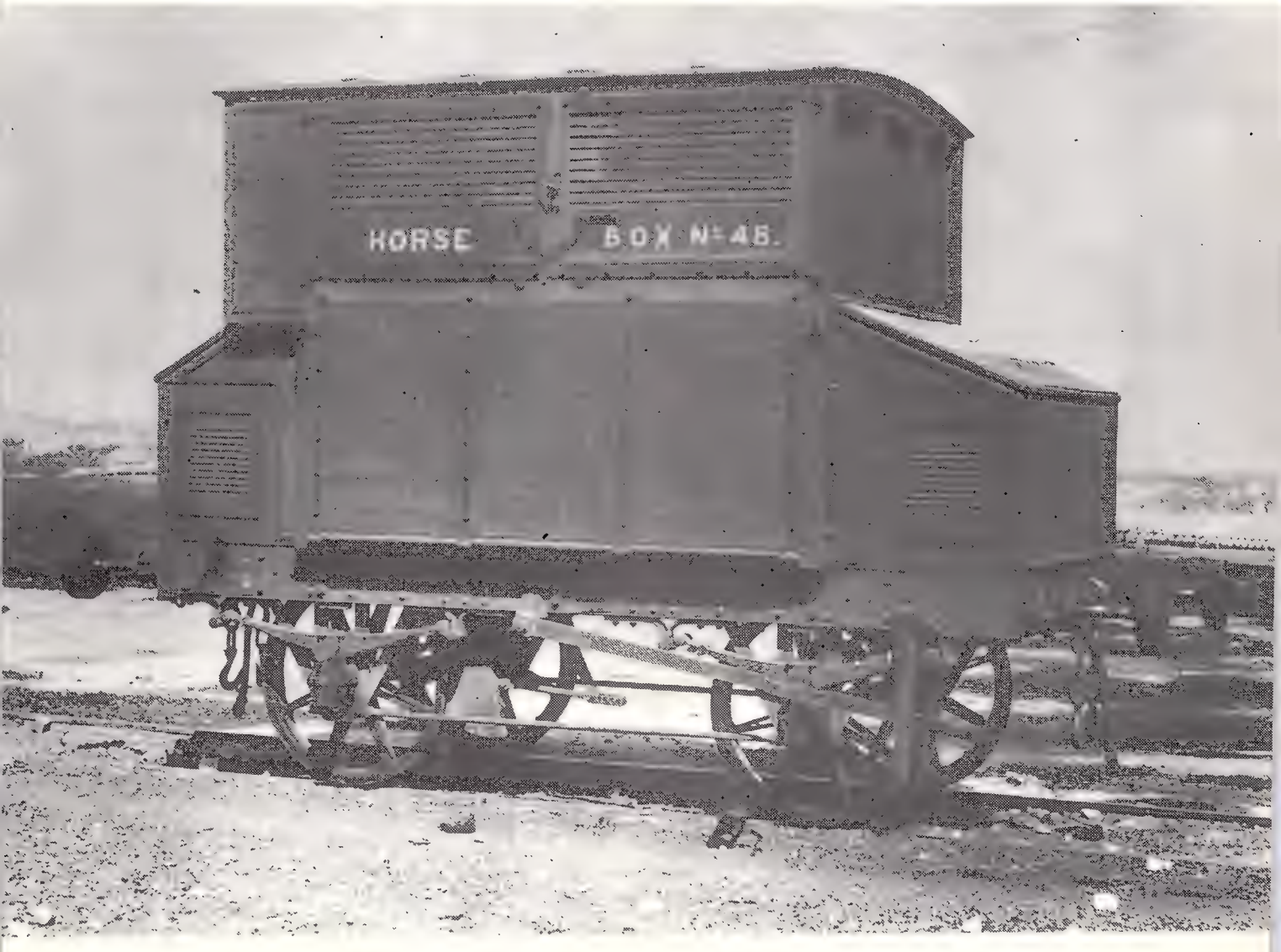
Continued on page 20

Above. *A clean cut profile was possible at this location, west of Newbridge as the Sydney-bound Indian Pacific rolls by with N.S.W.P.T.C. Alcos, Nos. 4471 and 4486 in charge on March 21, 1975. One possible distraction is the fence post growing out of the grab rail profile mid way up the locomotive front. Interest in the picture is maintained with the farm outbuildings and balancing timbered areas. (Nikon F Photomic, 135mm lens, FP4 at 125asa).*



Above. *When needing to photograph for detail, one simply does not always shoot at his convenience, but shoot at the convenience of the subject. Take for instance a need to detail photograph a bogie. The top picture was taken during the in-opportune time of mid-day summer sun conditions where wide vehicle configuration does not allow any lighting at all to detail the equipment being photographed.*

Below. *By going back when the sun is much lower, or ideally, in cloudy conditions, the optimum result is possible. (Both pictures, Nikon F Photomic, FP4 film at 125asa).*



Horsebox No. 48 ..... DKG class van. N.S.W.P.T.C. photo.

HORSE BOXES OF THE N.S.W.G.R. 1: DKG/KG, VEHICLES

— Compiled by Paul Rogers
— Research conducted by Don Estell, Paul Rogers and Keith Seckold
— Plan by Adrian Compton

Prologue

The horse box formed part of the New South Wales railway scene for 119 years, yet this type of vehicle seems to have suffered from neglect by most modellers. This article is devoted to the 288 horse boxes used on the N.S.W.G.R. at various times between 1855 and 1974. Gratefully acknowledgement is made to Messrs. Don Estell and Keith Seckold, and to Mr. John Forsyth and the staff of the PTC Archives; and thanks are also extended to Messrs. Damien McKay and Allan Watson for their assistance on this subject.

Prior to a detailed examination of N.S.W.G.R. horse boxes, some introductory notes on these vehicles are offered to readers in explanation of the format adopted for the presentation of data.

Records relating to the early series of New South Wales horse boxes are sometimes vague, particularly in relation to the disposal of certain vehicles — indeed, some units were written off the register as 'lost'! Consequently, the tables covering service histories contain some withdrawal dates which are, in effect, the last known year of operation in relation to the vehicles concerned. Some condemnation dates are speculative, insofar as evidence exists that the horse boxes affected may have survived beyond their registered time of demise. Estimation of the quantities of early model horse boxes in use during the 1892 — 1920s period, for example, is extremely difficult; and the figures quoted for this era should be taken as a rough guideline to the dispersal of vehicles between the various codes. Another factor which complicates matters is the transfer to duplicate stock of 9 'DKG' vehicles circa 1891/92 and the reappearance of several boxes in this group as revenue earners a few years later. The brevity of service associated with many of these resurrected cars suggests that they were intended as stop-gap units pending the arrival of new stock. The Colony of New South Wales faced financial hardship during the early 1890s, the procurement of railway rollingstock being severely curtailed. The initial pair of bogie horse boxes, BKG units 528 and 529, were among the first new stock to be commissioned under the 1892 classification system at the time of their introduction in 1894.

A further problem which exists is that of those horse boxes requisitioned as service stock after being phased out of revenue-earning operations. There are several examples of multiple possibilities for particular items of service stock; and because of the complexities which arise as a result of such matters, the correlation between road numbers of cars used for generating income and later employed for logistics purposes has been omitted.

N.S.W.G.R. documents imply aspects of design variations within specific classes of horse boxes. However, the extent of these

TABLE 1 — INTRODUCTION OF HORSE BOXES TO N.S.W.G.R. SYSTEM

Year Built	Quantity DKG*	MKG*	SKG*	BKG	KKG	Total
1855	1	—	—	—	—	1
1856	3	—	—	—	—	3
1857	2	—	—	—	—	2
1858	5	—	—	—	—	5
1861	21	—	—	—	—	21
1870	10	—	—	—	—	10
1871	9	—	—	—	—	9
1872	12	—	—	—	—	12
1873	1	—	—	—	—	1
1874	6	—	—	—	—	6
1879	—	2	—	—	—	2
1880	5	10	—	—	—	15
1881	1	6	—	—	—	7
1884	—	4	—	—	—	4
1885	—	19	—	—	—	19
1886	—	20	—	—	—	20
1887	—	15	—	—	—	15
1891	—	—	25	—	—	25
1894	—	—	—	2	—	2
1898	—	—	1	—	—	1
1899	—	—	7	1	—	8
1900	—	—	1	—	—	1
1902	—	—	10	—	—	10
1904	—	—	—	1	—	1
1906	—	—	1	—	—	1
1909	—	—	4	—	—	4
1910	—	—	13	1	—	14
1911	—	—	—	1	17	18
1912	—	—	—	—	3	3
1913	—	—	—	—	6	6
1915	—	—	—	—	12	12
1916	—	—	—	—	6	6
1921	—	—	—	6	—	6
1927	—	—	—	—	2	2
1928	—	—	—	—	10	10
1946	—	—	—	6	—	6
Total	**76**	**76**	**62**	**18**	**56**	**288**

* For the purpose of this table, the codes DKG, MKG and SKG have been employed to identify the various types of four-wheeled boxes. These codes, in reality, were not applied until the early 1900s.

N.B.
Where boxes were converted to other codes or renewed, such information is omitted from the above list, for the sake of clarity. Such alterations will be mentioned in the relevant articles.

TABLE 3 — DKG Horse Boxes*

Year Built	Builder	Car Numbers
1855	Wright & Co., Birmingham	1
1856	William Randle, Sydney	2-4
1857	N.S.W.G.R., Newcastle	1N, 2N
1858	N.S.W.G.R., Sydney	5-9
1861	Wright & Co., Birmingham	10-23, 3N-9N
1870	P.N. Russell, Sydney	24-31, 10N, 11N
1871	P.N. Russell, Sydney	32-35, 12N-16N
1872	P.N. Russell, Sydney	36-45, 17N, 18N
1873	P.N. Russell, Sydney	19N
1874	P.N. Russell, Sydney	46-51
1880	Moyes & Donald, Newcastle	20N-24N*
1881	Moyes & Donald, Newcastle	25N**

For the purposes of this table, identification for all vans in series shown as DKG type. This coding was the final classification for this group, and in reality only applied to those units which survived until 1908/09.
** Car 25N completed by the N.S.W.G.R. Workshops, Newcastle

Notes for table 2.

** For the purpose of this table, the codes DKG, MKG and SKG have been employed to identify the various types of four-wheeled boxes. These codes, in reality, were not applied until the early 1900s, the notations 'KG - old type; not fitted with jockey and forage compartments', 'KG - old type; fitted with jockey compartment' and 'KG - new type' being used to describe the DKG, MKG and SKG vehicles, respectively.

Estimation of the quantity of early model horse boxes in use during the 1892 - 1920s period is extremely difficult; and the figures quoted for this era, therefore, should be considered as guidelines only.

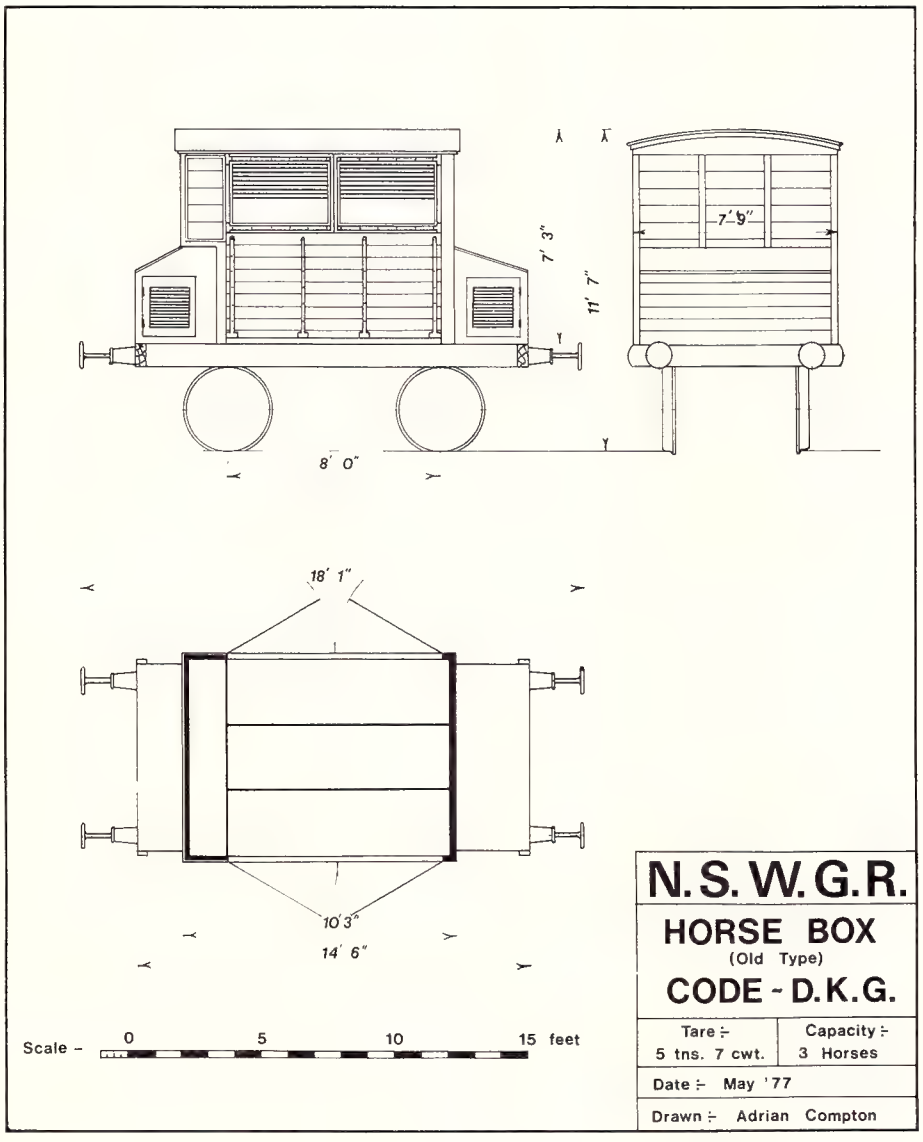
During the period 1886/87 - 1889, 13 MKG type cars numbered as Great Southern and Western stock served on the Great Northern Railway system. Three of these boxes were from the 74 - 93 series and 10, from the 94 - 108 group. The figures published in the table above reflect these allocations, although the units concerned are listed in the GNR column.

TABLE 2 — N.S.W.G.R. HORSE BOX FLEET: 1855-1974*

** Years shown are those in which changes in quantity occurred.*

Yr. ending 31 Dec:	Code DKG** GS& WR	DKG** GNR	MKG** GS& WR	MKG** GNR	SKG**	BKG	KKG	Total
1855	1	—	—	—	—	—	—	1
1856	4	—	—	—	—	—	—	4
1857	4	2	—	—	—	—	—	6
1858	9	2	—	—	—	—	—	11
1861	23	9	—	—	—	—	—	32
1870	31	11	—	—	—	—	—	42
1871	35	16	—	—	—	—	—	51
1872	45	18	—	—	—	—	—	63
1873	45	19	—	—	—	—	—	64
1874	51	19	—	—	—	—	—	70
1879	50	19	3	—	—	—	—	72
1880	50	24	13	—	—	—	—	87
1881	50	25	14	5	—	—	—	94
1884	50	25	14	9	—	—	—	98
1885	50	25	23	19	—	—	—	117
1886	50	25	40	22	—	—	—	137
1887	50	25	45	32	—	—	—	152
1889	75		77		—	—	—	152
1890	75		76		—	—	—	151
1891	52		75		25	—	—	152
1892	47		75		25	—	—	147
1893	44		75		25	—	—	144
1894	48		75		25	2	—	150
1895	45		74		25	2	—	146
1896	34		74		25	2	—	135
1897	33		74		25	2	—	134
1898	32		74		26	2	—	134
1899	31		74		33	3	—	141
1900	30		74		34	3	—	141
1902	30		74		44	3	—	151
1903	28		74		44	3	—	149
1904	28		74		44	4	—	150
1905	27		74		44	4	—	149
1906	27		74		45	4	—	150
1908	22		74		45	4	—	145
1909	18		74		49	4	—	145
1910	11		73		62	5	—	151
1911	10		73		62	6	17	168
1912	9		70		62	6	20	167
1913	4		53		62	6	26	151
1914	3		45		62	6	26	142
1915	3		43		62	6	38	152
1916	3		43		62	6	44	158
1917	3		42		62	6	44	157
1918	1		36		62	6	44	149
1919	1		35		62	6	44	148
1920	1		31		62	6	44	144
1921	1		31		62	12	44	150
1923	1		29		61	12	44	147
1924	1		28		61	12	44	146
1925	1		24		60	12	44	141
1926	—		22		60	12	44	138
1927	—		20		60	12	46	138
1928	—		19		60	12	55	146
1929	—		12		60	12	55	139
1930	—		8		56	12	55	131
1931	—		5		56	12	55	128
1932	—		3		37	12	55	107
1933	—		—		27	12	55	94
1939	—		—		24	12	55	91
1940	—		—		21	12	55	88
1941	—		—		14	12	55	81
1942	—		—		11	6	50	67
1943	—		—		7	6	19	32
1946	—		—		6	12	19	37
1947	—		—		1	12	19	32
1953	—		—		1	11	19	31
1955	—		–		1	7	19	27
1957	—		—		1	6	19	26
1962	—		—		—	6	19	25
1966	—		—		—	4	18	22
1967	—		—		—	3	15	18
1968	—		—		—	3	13	16
1969	—		—		—	3	6	9
1971	—		—		—	3	5	8
1972	—		—		—	3	4	7
1973	—		—		—	3	3	6
1974	—		—		—	—	—	—

Notes for this table are at the foot of the other column.



variations cannot be fully determined. For example, restrictions were placed upon particular vehicles as far as operational boundaries were concerned, whereas logic would suggest that other cars of the same series may also have been affected. Further notes on these topics appear in the relevant portions of this article.

Prior to 1889, the New South Wales Government Railways functioned as two networks: the Great Southern and Western system bases on Sydney, and the Great Northern system based on Newcastle. On paper, locomotives and vehicles belonging to the Great Northern group carried an 'N' suffix to their identification. Readers should note, however, that 13 G.S. & W.R. horse boxes were in use on the G.N.R. system between 1886/87 and 1889.

A nominal date of June 1889 exists for the renumbering of Northern locomotives, coaching stock and goods wagons into the same series as for the rolling stock and motive power belonging to the main system; this date being the month following the opening of the first Hawkesbury River Bridge. Around this era, the opportunity was taken to transfer obsolescent units to a duplicate stock register. The 1889 reclassification, however, retained the deficiency of the original numbering scheme: vehicles built for different purposes were each numbered in their own block of serials commencing from '1'. Thus, it was possible to see items as diverse as a first class coach and a horse box, for instance, both carrying the same road number. The situation was made unduly complex owing to the absence of codes for rolling stock.

In 1892, a new system of idenfication was instituted for coaching and goods stock, two basic numbering systems being implemented — one for coaching items, and the other for goods vehicles. Although codes were intended for issue to all types of rolling stock, some years passed before the common 'KG' classification for four-wheeled horse boxes gave way to individual series known as DKG, MKG and SKG; with the result that vans taken out of service prior to the early 1900s carried the KG coding at the time of their demise. Those KG cars with 'jockey and forage compartments' were called SKG type from around 1902 — 1910, while the KG boxes 'with jockey compartments' became MKG class at the same time. Prior to the advent of the DKG code circa 1908, these vehicles were known as 'KG type with dog-box ends'.

DKG/KG Type Vehicles

Seventy-six horse boxes placed in traffic between September 1855 and March 1881 represent the original style of wagon used for such traffic over the New South Wales system. These boxes were of elementary design, lacking accommodation for jockeys or attendants, and with no provision for the handling and stowage of fodder. A small dog-box compartment existed at one end of the van; hence the reference mentioned earlier. The vehicles in this group were known later as 'KG — old type', the tare mass varying between 4 tons 19 cwt and 5 tons 8 cwt; the difference being possibly explained by minor design variations between batches and by the use of 3'0" diameter wheels on the first 6 cars (numbers 1 - 4 Southern and Western, and 1N and 2N Northern) in contrast to the 3'6" diameter wheels employed under other members of the class. The 'steeple cab' appearance of the DKG boxes set them apart from later tyes of horse vans used on the N.S.W.G.R. network. Their capacity was 3 horses.

The initial horse box was supplied by Wright and Company of Birmingham, England; and formed part of the shipment of rolling stock forwarded to the Sydney Railway Company during 1854/55. The enquiry into the Haslem's Creek derailment of 1858 revealed that horse boxes 2, 3 and 4 were assembled in Sydney by William Randle using running gear manufactured by the above mentioned firm, the frames and bodies being produced locally. Cars 5 - 9, and 1N and 2N, probably came into being in like manner.

Twenty-three vehicles of this first series were replaced on an equivalent basis by SKG type horse boxes during 1891, the redundant units being nos. 1, 2, 3, 4, 5, 6, 7, 8, 10, 14, 16, 20, 21, 22, 24, 36, 37, 39, 47, 48, 51, 112 (ex 4N) and 119 (ex 11N). Cars 6 and 48 may have continued as serviceable stock beyond their condemnation date of March 1892; indeed, Weekly Notice 21/1893 required a search for Horse Box 6as'... it had not been fitted with its new number plate'. Why, the reader will ask, was it necessary for a car supposedly condemned in 1892 to receive a number in the new classification scheme introduced during that year?

Car 48 was chosen to represent the 76 'old type' boxes in the photo gallery assembled by the N.S.W.G.R. in 1889. The primary purpose of this series of illustrations seemed to be the provision of photographs of (then) existing locomotive and rolling stock items to the Thow and Price-Williams investigations. Although this pictorial collection could have been produced more skilfully as was the case (gaps being evident in the coverage of rolling stock), this series of photographs is of invaluable assistance to students researching the late nineteenth century N.S.W.G.R.

Railway documents of the period indicate that boxes 2, 4, 7, 8, 10, 11, 36, 39, and 111 (ex 3N) were listed as duplicate stock by June 1892. Readers will note that the first 5 vehicles, as well as nos. 36 and 39, had become surplus with the introduction of SKG vans during the previous year. Duplicate stock items received an 'A' suffix to their road numbers; of the 9 cars concerned, nos. 2A and 10A suffered an unknown fate, but Weekly Notice 42/1904 mentions that a vehicle carrying road number 2A had been fitted with electric intercommunication, a device which also appeared on other boxes around that period. An interesting notation in the records concerning 4A reads that it was '..... condemned on 15/2/1912 as it could not be located!'

Car 7A adopted the classification of KG.570 in February 1895, becoming DKG type circa 1908 prior to condemnation during January 1910. This box replaced (MKG).570 (ex. no. 54 in the 1855 numbering scheme) upon its return from duplicate stock. Duplicate stock 8A reappeared as a replacement for (DKG).578 (formerly no. 26) after the demise of the first 578 in October 1892.

Car 11 remains a mystery. Some records imply that this box ran as Duplicate Stock 11A until November 1894, because a wagon known as KG.831 (ex. D/S 11A) operated from that date until being removed from traffic in July 1896. But the 1890 edition of the N.S.W.G.R. Diagram Book omits mention of Horse Box 11! Car 111 (ex3N) is also something of a mystery. Some records suggest that it became KG.628 in 1892, and that it was either condemned or returned to duplicate stock circa 1894/95. But other sources state that HW series composite brake van no. 32 of 1883 vintage received the road number 628 in 1892, and held it until condemnation and transference to service stock as L.504 in November 1914. On the other hand, car 628 is recorded as being one of 4 four-wheeled horse boxes rendered redundant by the arrival of the initinal bogie wagon, BKG.528, in 1894.

There are indications that cars 36A and 39A reappeared in April 1894 as KG.606 and KG.613, respectively; both being condemned during July 1896.

Allowances have been made in Table 2 for the return of several horse boxes from duplicate stock to orthodox service.

TABLE 4 — SERVICE HISTORY: DKG Horse Boxes

Original No.	1892 No.	Period of Service	Final Code
1	—	1855 — 1891	—
2	—	1856 — 1904 (?)	D/S 2A
3	—	1856 — 1891	—
4	—	1856 — 1912	D/S 4A
5	—	1856 — 1891	—
6	—	1858 — 1892 (?)	—
7	7A/(2nd)570	1858 — 1910	DKG
8	8A/(2nd)578	1858 — 1899	KG
9	926	1858 — 1910	DKG
10	—	1861 — c.1895	D/S 10A
11	11A/831 (?)	1861 — 1896	KG (?)
12	552	1861 — 1913	DKG or MKG(?)
13	543	1861 — 1909	DKG
14	—	1861 — 1891	—
15	758	1861 — 1896	KG
16	—	1861 — 1891	—
17	553	1861 — 1894	KG
18	861	1861 — 1910	DKG
19	569	1861 — 1920	MKG
20	—	1861 — 1891	—
21	—	1861 — 1891	—
22	—	1861 — 1891	—
23	581	1861 — 1925 or 1926	DKG
24	—	1870 — 1891	—
25	706	1870 — 1911	DKG
26	578	1870 — 1892	KG
27	675	1870 — 1912 (?)	DKG or KG (?)
28	579	1870 — 1895	KG
29	563	1870 — 1908	KG (?)
30	761	1870 — 1908	KG (?)
31	554	1870 — 1913	DKG
32	872	1871 — 1898 or 1899	KG
33	534	1871 — 1896	KG
34	700	1871 — 1896	KG
35	686	1871 — 1903	KG
36	36A/606	1872 — 1896	KG
37	—	1872 — 1891	—
38	733	1872 — 1908	KG

Orig.	1889	1892	Period of Service	Final Code
39		39A/613	1872 — 1896	KG
40		576	1872 — 1908	KG (?)
41		567	1872 — 1897	KG
42		869	1872 — 1909	DKG
43		688	1872 — 1896	KG
44		537	1872 — 1896	KG
45		818	1872 — 1896	KG
46		737	1874 — 1905	KG
47		—	1874 — 1891	—
48		—	1874 — 1892 (?)	—
49		699	1874 — 1896	KG
50		547	1874 — 1903	KG
51		—	1874 — 1892	—
1N	109	530	1857 — 1908	KG
2N	110	900	1857 — 1910	DKG
3N	111	111A/628 (?)	1861 — c.1894	KG
4N	112	—	1861 — 1891	—
5N	113	871	1861 — c.1894	KG
6N	114	548	1861 — 1896	KG
7N	115	862	1861 — 1894 (or 1910)	KG (or DKG?)
8N	116	811	1861 — c.1894	KG
9N	117	—	1861 — 1892	KG
10N	118	528	1870 — 1894	KG
11N	119	—	1870 — 1891	—
12N	120	529	1871 — 1894	KG
13N	121	676	1871 — 1909	DKG
14N	122	551	1871 — 1909	DKG
15N	123	720	1871 — 1900	KG
16N	124	867	1871 — 1896	KG
17N	125	555	1872 — 1893	KG
18N	126	759	1872 — 1910	DKG
19N	127	845	1873 — 1910	DKG
20N	128	550	1880 — 1913	DKG
21N	129	544	1880 — 1914	DKG
22N	130	738	1880 — 1918	DKG
23N	131	696	1880 — 1918	DKG
24N	132	546	1880 — 1913	DKG
25N	133	556	1881 — 1913	DKG

THE DKG/KG continued

In October 1879, car 19 was rebuilt to the design known later as the MKG layout — possibly the first of an intended series of conversions. An opinion has been expressed that several other DKG series boxes may have been modernised — including no. 12 — which would account for the large quantity of MKG type vehicles mentioned in the 1910 edition of the N.S.W.G.R. General Appendix. Some of the vans withdrawn in July 1896 may have been programmed for rebuilding to a more suitable format, car 33 (as KG.534) apparently undergoing this process in 1898.

The period 1894 - 1899 saw many of the DKG units phased out of traffic in favour of BKG and SKG items of coaching stock. The first bogie horse boxes, BKG.528 and BKG.529, for example, directly accounted for 8 of the old four wheelers when they were commissioned in January 1894.

Tables 1, 2, 3 and 4 indicate that DKG class cars 24, 25, 26 and 27 entered service during 1870. This is considered to be an acceptable date for their advent, although the N.S.W. Government Gazette dated 19 July 1862 states that 36 horse boxes were taken in existence, this figure consisting of 27 Southern and Western, and 9 Northern units. However, the N.S.W.G.R. Annual Report for 1865 produces a total of only 32 vehicles (23 Southern and Western, and 9 Northern units).

Duplicate stock 2A, and cars KG.530, KG.706 and KG.926, received electric intercommunication around the turn of the century. Certain cars, including nos. 530, 706, 900 and 926, were restricted on the Northern and Western divisions to operations bounded by Singleton and Penrith, respectively. These constraints came about because of the lack of fodder accommodation in the DKG class of horse box. At the present time, no restrictions on the use of DKG type boxes in the Southern and Illawarra regions can be located. The brevity of the South Coast main line may have been a factor in such omission; but the absence of barriers to their use on long-distance Southern line services suggests that this route may have received priority allocation of BKG and SKG boxes, the older type units running over Southern metals on a permanent 'short-haul' basis.

In February 1880, the Newcastle firm of Moyes and Donald delivered cars 20N — 24N inclusive. As part of their contract, they commenced the construction of a sixth horse box, but their financial situation precluded the finalisation of the order. Thus, 25N was completed in the N.S.W.G.R. workshops at Newcastle. Placed in service as late as March 1881, this vehicle (eventually known as DKG.556) was last of the 76 'first series' horse boxes to be made available for revenue traffic.

Livery

The origional finish applied to the DKG horse boxes was that of a varnished exterior, the vehicles being constructed from either teak or cedar. In latter years, standard N.S.W.G.R. tuscan red livery appeared.

Drawgear

Drawhooks, link couplings and side chains formed the original coupling system, screw drawgear being instituted on all coaching stock following the Haslem's Creek derailment during 1858. Side Buffers were, therefore, a mandatory part of the vehicles.

To be concluded.

STUDIO CONDITIONS CAN BE BROUGHT INTO RAIL PICTURES

Continued from page 16

the background. If using black and white film, underexpose even more by at least ½ stop and although the neg. might be slightly thinner than your normal, picture printing and better blacks will be obtained because the neg. can then be more easily printed on a harder (more contrasty) paper grade.

Every situation will vary and obviously locomotive colours will also dictate photographing technique. For instance, any one who has enjoyed lengthy photographing sessions with the ex N.S.W.P.T.C.'s light green painted Pacific, No. 3801, and again with a similar class-member, but one in black paint work will testify, should he look critically at his results, that the green engine (because the tones are lighter) will produce pictures through all conditions better than the black engine. With the latter, it is extremely difficult to shoot this paint scheme in summer mid-day light because of the amount of shadow. The green engine will provide natural contrast.

And the same can be cited right through the country, for instance the former SAR (now ANR) 830-class and newly painted standard-gauge 600 and 700-class Alcos photograph far better than the broad gauge main-liners due to their bright scheme. Locomotives of the private companies (Lysaghts, Australian Iron & Steel, The Emu Bay stystem, the Iron-ore systems of the Pilbara and most of the locomotives working in the Queensland sugar industry are easier to photograph than many of the Government systems, notably the NSWPTC's dark red. (If you don't believe me try photographing a suburban Sydney electric train which carries cars in standard red, blue and white and silver vehicles). This exercise will 'say it all'.

On another Note.....

I would like to thank those readers who have enthusiastically contacted this column providing advice and support. Keep your needs rolling in and we will attempt to assist genuine problem areas where possible. One A.C.T. reader has suggested we run a 'Picture of the Issue' section, in effect, a contributed picture. That is an excellent idea and providing we get enough material from around Australia, we will! For this we will require (ideally) 8 x 6 glossies, although 5 x 7 will do. Pictures must be sharp and clear and should readers have no facility to produce prints, and your negatives are clean, unscratched and free from fingerprints, address them to this column along with a caption. Any picture published will of course be acknowledged, and negatives returned. Camera details including exposure material can also accompany the contribution.

AUSTRALIAN RAILWAY SIGNALLING

Third in a series by Arthur Perry

These articles by Arthur Perry show how signals work in the prototype. There is no attempt made to direct modellers how to add or operate (mechanically) the signals, but any reader who successfully achieves application/operation is encouraged to write an article for A.M.R.M. so that other readers can share in their achievment. Some of the unusual terminology used in signalling is defined in part 2 of this series (July/August 1979).
Editor

AUTOMATIC SINGLE-LIGHT SIGNALS

We will start with the simplest situation, a track with automatic signalling, uni-directional (one-way) traffic and no junctions enroute. Firstly covering each state's version of what we New South Welshers term 'single-light' signalling.

Queensland
This system is based on modern British Railway's practice, only showing a single light except in one case and having no marker-lights. Without any need to copy the prototype's lamp-proving feature this is among the simplest of systems to model.

Fig. 1a shows how as we approach a red 'stop' signal we encounter first a green 'clear' signal, then a yellow 'caution' and finally the red 'stop' signal. It should be pointed out that in this case the next signal along the line will also be red as the preceeding block is occupied. This is all the average layout needs, but where traffic is dense or in high-speed territory a fourth aspect, double yellow 'preliminary caution', is introduced due to inadequate braking distance between successive signals. Fig 1b illustrates the latter situation.

Western Australia
Basically the same system as in Fig. 1a is used, the main difference is that a permanent purple marker-light is added below and staggered to one side of the main light.

Victoria and South Australia
Fig. 1a is once again basically correct, despite the fact that in this case these railway systems use 'speed' rather than 'route' signalling found on other Australian railway systems. This time a permanent red marker-light is added below and staggered to one side. Fig. 2 illustrates the system using upper-quadrant semphore signals and overlaps, but for these two railway systems the arms should have pointed ends.

Upper-quadrants are quite common on these two systems and in N.S.W. but had only limited application in Queensland, W.A. and N.Z. Generally a section of line uses one or another type of signal but sometimes a mix of semaphore, colour light and/or searchlight signals does occur. This might be just the excuse you need to install just one or two exmples of a particular type of signal to add variety.

New South Wales
Once marker-lights are added below and staggered to one side of the main light Figs. 1a & 2 can represent N.S.W. 'single-light' signalling. Earlier installations on the short-west and short-north lines have a pale white marker-light but later sections e.g. Picton — Liverpool, have a red marker which is only on at 'stop' or if the yellow or green lamp fails. Modellers need only wire the marker lamp to come on for 'stop'. Unlike other states all N.S.W. upper quadrants have square-ended arms these days.

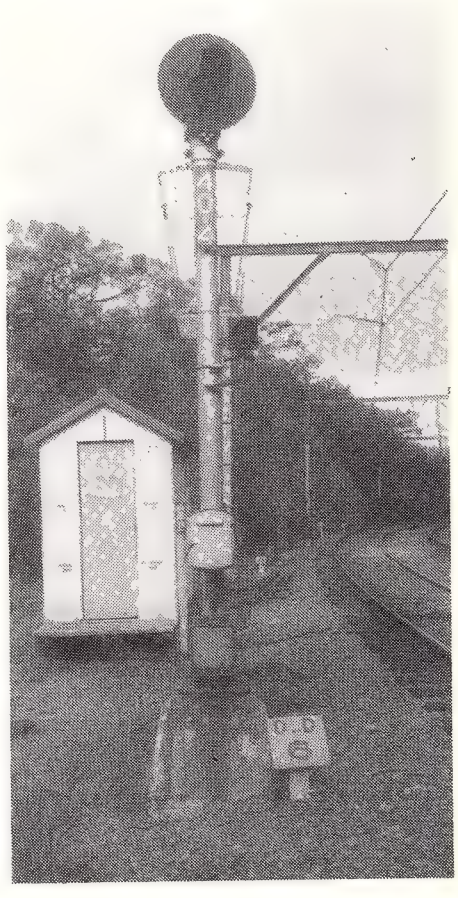
On country main lines signals can be widely spaced, e.g. descending the Blue Mountains, and a 'two-position' type of signalling used involving automatic 'distant' signals as in Fig.3. The 'distant' is at braking distance in the rear of its 'home' after which there may be a considerable distance to the next signal, another 'distant'. Here colourlights only have two lenses and upper quadrants only operate in two positions, e.g. 'distant' in 'clear' and 'caution' and 'home' in 'clear' and 'stop' aspects.

Later installations of auto 'distant' signals have a yellow marker-light which only comes on in the event of a main light failing, earlier cases use a white marker-light. In either case an upper quadrant 'distant' usually has the 0° horizontal (stop) lense blank while the 'home' 45° (caution) lense is red rather than yellow as on a three-position signal. Commercial 'O' & 'HO' two-position upper-quads could possibly be adapted to the system.

General
The prototype usually has two signals (Figs. 1a & 1b) or one signal plus an 'overlap' (Fig 2) protecting the rear of a train but space limitations justifiably encourage modellers to have only one signal and no overlap as protection. A dead section approaching a model 'stop' signal can provide a safety margin if so desired.

Industrial and similar sidings may be located in automatic signalled sections. Usually a notice is provided at such locations reminding crews that at least part of the train must be left on the main line to ensure a signal is held at 'stop' to protect their shunting. Such simplicity suits the average modeller desiring power signalling.

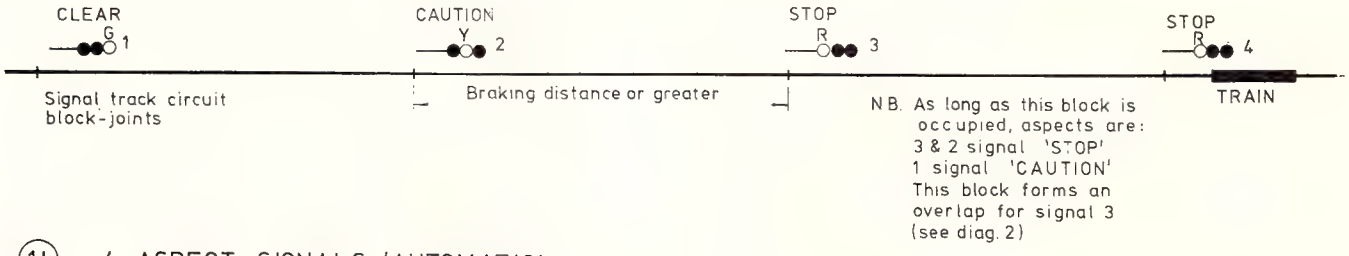
Next we will look at automatic signals where two or more lights are displayed for all aspects. Other types of signalling will be dealt with in due course.



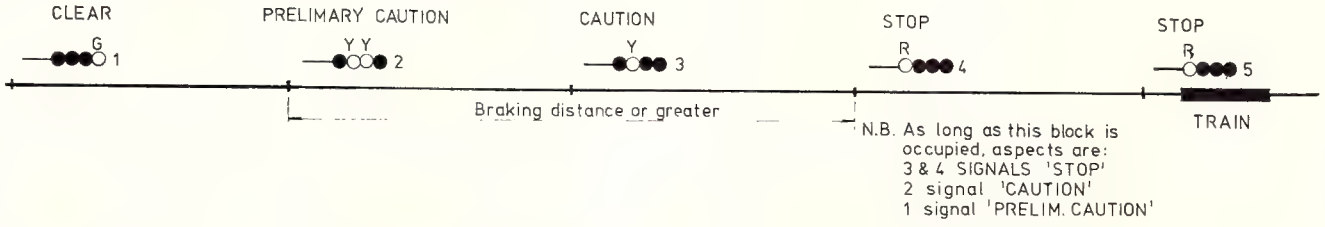
N.S.W.P.T.C. searchlight 'single-light' 3 aspect signal with relay hut at Wondabyne (Short North). The colour of the aspect is changed by a relay mechanism, which is housed behind the lens. Only one colour can be shown at a time. Note the fixed marker light (white) halfway down the post and staggered to the right hand side which denotes that it is an automatic signal. A telephone (in metal casing) is provided for driver communication with nearest signal box.

All photographs by the author.

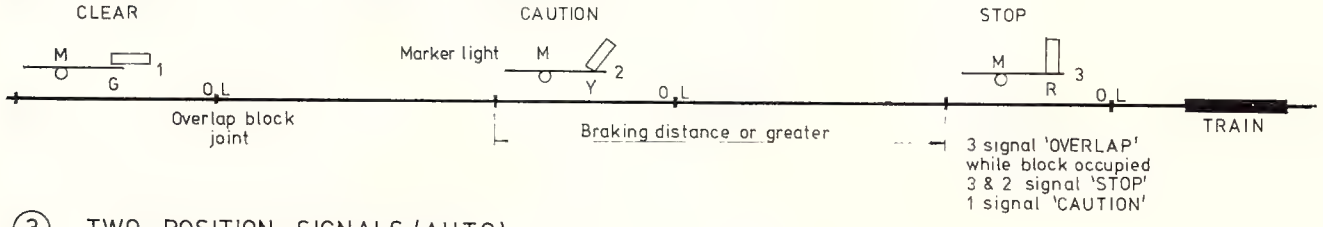
(1a) 3 ASPECT SIGNALS (AUTOMATIC)



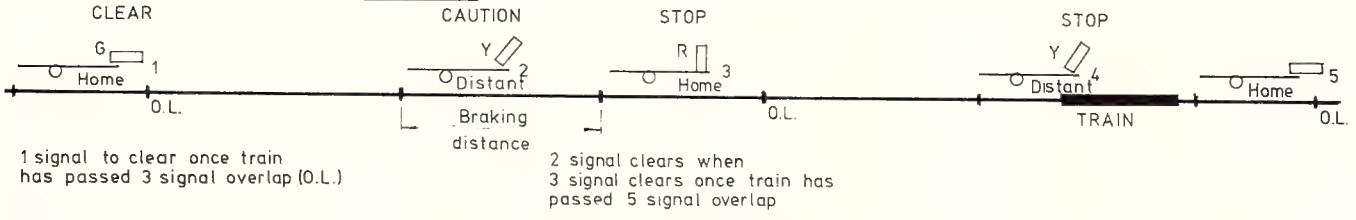
(1b) 4 ASPECT SIGNALS (AUTOMATIC)



(2) 3 ASPECT AUTO SIGNALS WITH OVERLAPS



(3) TWO POSITION SIGNALS (AUTO) WITH AUTOMATIC DISTANTS



NOTE: The Home and Distant terminology in Fig. 3 does not relate in the normal sense to an interlocking (station, yard, junction, etc.)
N.B. For N.S.W., Victoria & S.A. Figs. 1a & 2 could use either upper quadrant or colourlight signals. Signalling in Figs. 1a & 2 are basically the same, the main difference being in Fig. 2 where greater spacing between signals has signals clearing after passing an 'overlap' rather than the next signal (Fig.1) to keep traffic moving. On model systems overlaps could be eliminated.

OVERLAP

The term overlap occurs throughout the text and diagrams in this article, and can be confusing to the uninformed.

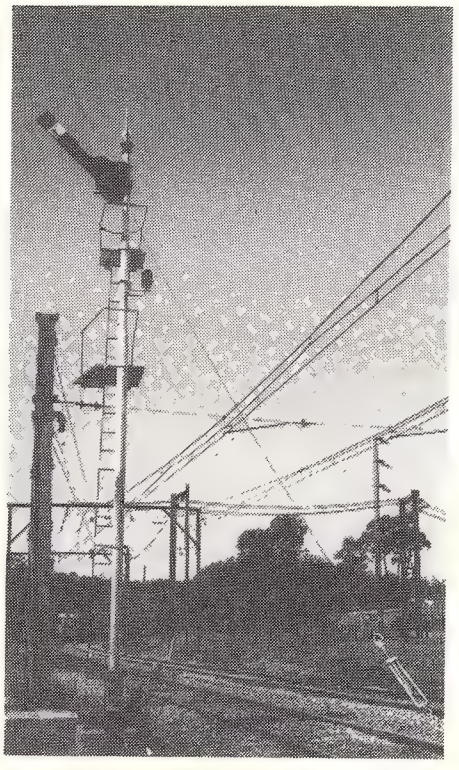
An overlap is a length of track beyond a signal which a train must clear to provide a safety margin should a driver overshoot a stop signal.

Photo at right.

V.R. Automatic (Permissive) 3 aspect upper-quadrant 'speed' signal (E272) at Moonie Ponds at 'stop'. The signal arm is moved through its 90° axis by a drive motor. Note some track circuitry at the bottom of the photo. The pointed arm and the staggered marker light denotes an auto signal.

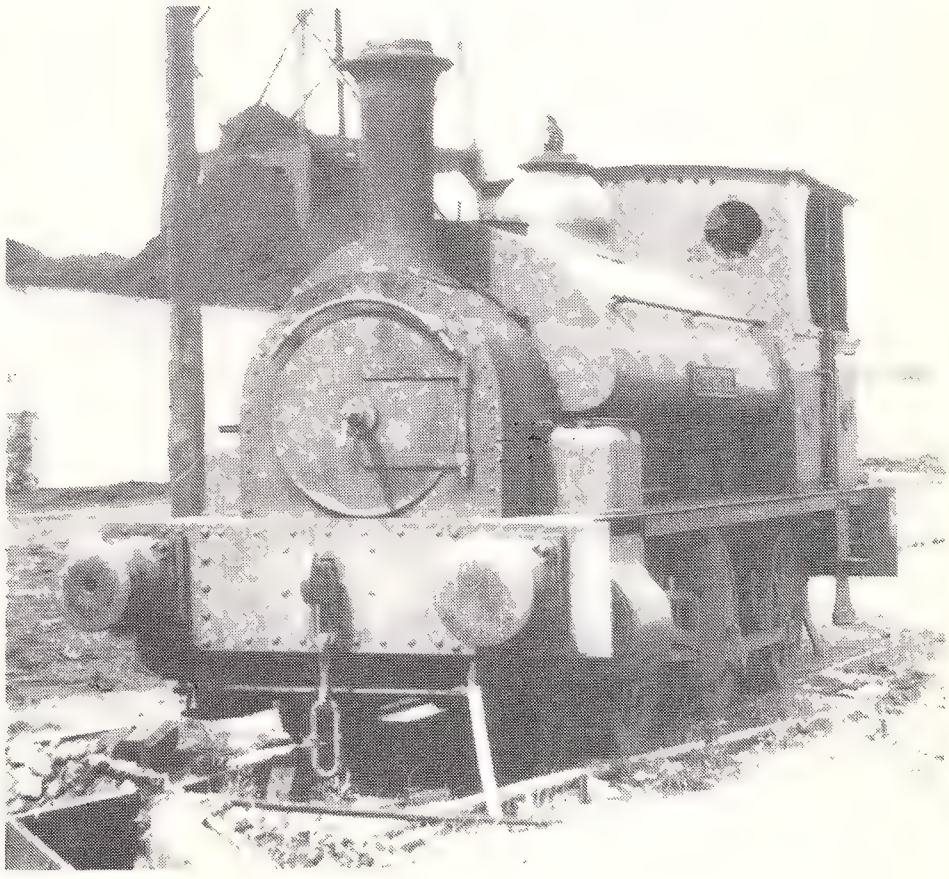
Photo at far right.

N.S.W.P.T.C. 2 position 'upper-quadrant' single-light distant signal at caution (its most restrictive caution). Note that the train has just passed the signal at Blaxland (Blue Mountains). The marker light (white) is fixed and staggered to one side to denote that it is an automatic signal. Note that the signal arm, which is driven by an electric motor, can only move the arm between caution (yellow) position at 45° to the clear (green) position at 90°.



SOUTH BULLI NO 4

Described by Alan Baird

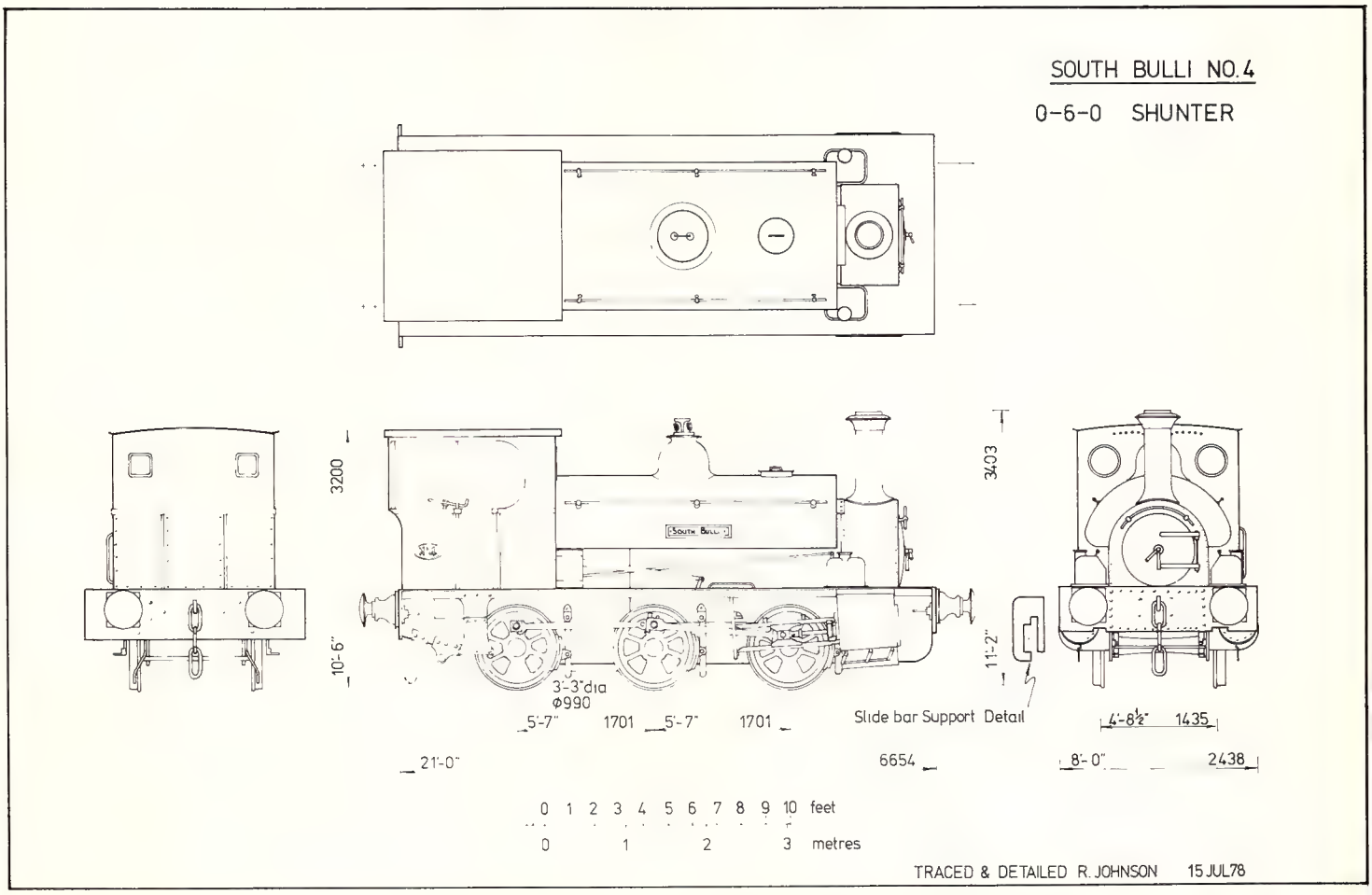


South Bulli No. 5. G. Ball photo.

The Prototype

I recently started preparations towards building a layout which will (?) comprise N.S.W.G.R. (Illawarra areas) and one colliery line, namely South Bulli Colliery.

The model photos illustrate South Bulli No. 4 built in 1909 by Avonside Engine Company, Bristol. It had two sister engines at this colliery, Nos 1, and 5, both built before No.4, the last named having inherited its number plate from a defunct side tank loco. The three engines were originally used for checking the progress of loaded coal hoppers towards the jetty at Bellambi Point and pushing rakes of the empties back to the loader at the foot of the Illawarra Range. They were originally nicknamed "Green Frogs" but I only remember them being called "Coffee Pots". Their domes certainly help them to merit the title. I have been told reliably that towards the end, when only Nos. 5 and 4 were working, the two remaining enginemen had different ideas on how the engines should be driven. One always had his loco at high pressure, the other only just enough to perform duties. On one occasion the latter was not amused when, with all around him waiting impatiently, and his engine baulking at the load, someone remarked "What's the matter....., gone off the boil has she?"



South Bulli No. 4 with a couple of South Bulli hoppers, which will be described in a future article. A. Baird photo.

After the jetty was abandoned in 1952 they did work between the Illawarra Line exchange sidings and the coal loader, although Nos. 5 and 4 sometimes took loads along the mainline to the colliery's own customers.

These little saddle tanks weighed (so I've been told) around 25 tons and had 3'3" wheels and were full of character. I can remember as a small boy, standing outside the main office building (which had some of the character of a railway station about it, platform and all on one side!) whilst the grey hopper wagons clunked past, pushed stentorophonically by one of these tanks. No. 4 is preserved in Corrimal Park.

The Model

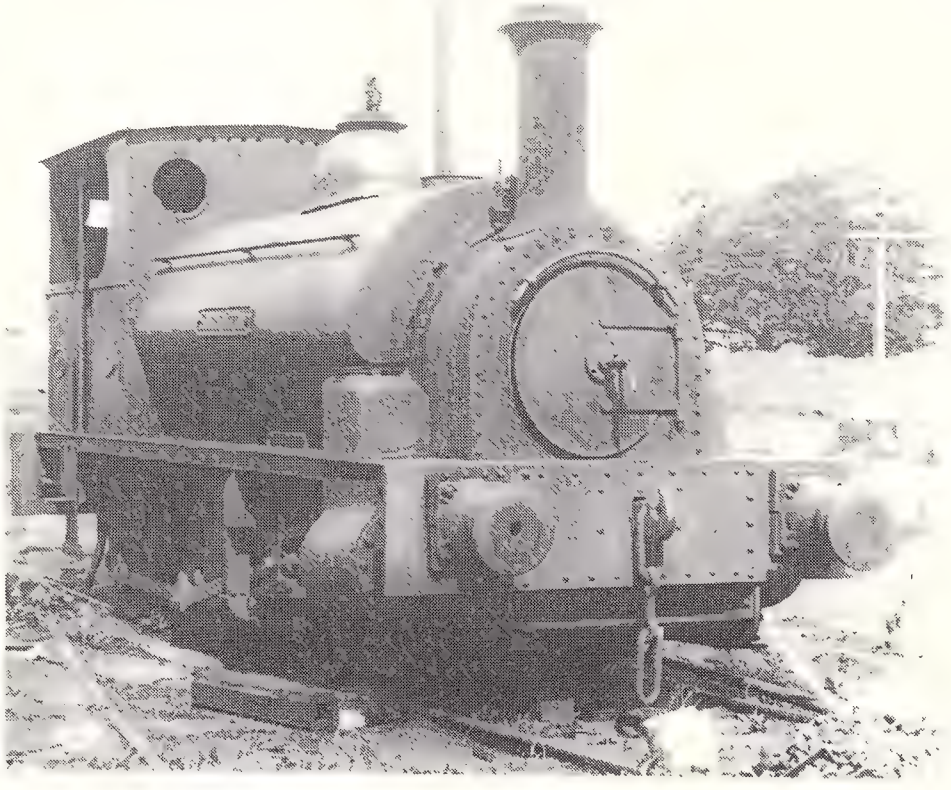
Starting from the bottom — the wheels are 12mm wheels suitably reduced and with holes drilled for 'see through areas', small pieces of brass for rod bearing holes soldered in and plastic inserts super glued in place to give the 'semi-boxpok' appearance. The chassis is more or less explained by the photograph, an N gauge motor being used so that the cabin is unaltered, the small amount of firebox that prototypically protrudes into the cabin being enough to contain the rear of the motor. A double reduction gearbox is used with a uni-joint connecting this to the motor. The gearbox drives the front wheels. With this setup and a pulse type supply, very slow speeds can be achieved, the model once taking 10 min. to cover a metre of very clean track.

The saddle tank, no doubt originally rivetted, was replaced by a welded one some time ago and so is not 'rivetted'. The dome is a solid turning done on a drill, the job being rotated in relation to the chuck frequently to overcome any eccentricity while being filed. A curved section of brass is then soldered to the base. The funnel is a sheet of brass curved to correct diameter and 'washers' added top and bottom, one flat, one curved to smokebox curvature. All rods, slide bars etc. are made from nickel silver and brass and are of soldered construction. The side rods are held on by the centre crankpin only, the other two crankpins being solid with the rod (Triang style). The piston rod slides in a thin brass tube, the only part connecting the slide bar assembly to the cylinders. Because of the slim motor and gearbox, the side footplates are well clear of the boiler, quite a degree of 'curving under' of the boiler being permitted before the motor-gearbox calls a halt. The sand boxes are cast in plastic.

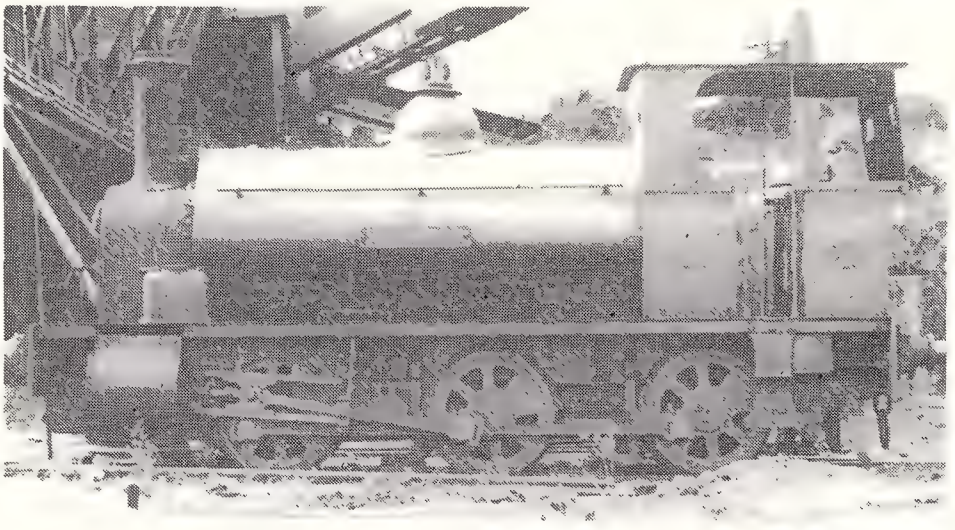
A small degree of 'poet's licence' I permitted myself was the square ports in the rear of the cab. The originals were horrible mis-shapen affairs which looked like two attempts at burglary.

This model has been the beginning of an exercise in nostalgia and when (or if) the main line model railway is ever finished will provide a lengthy and interesting branch filled with possibilities.

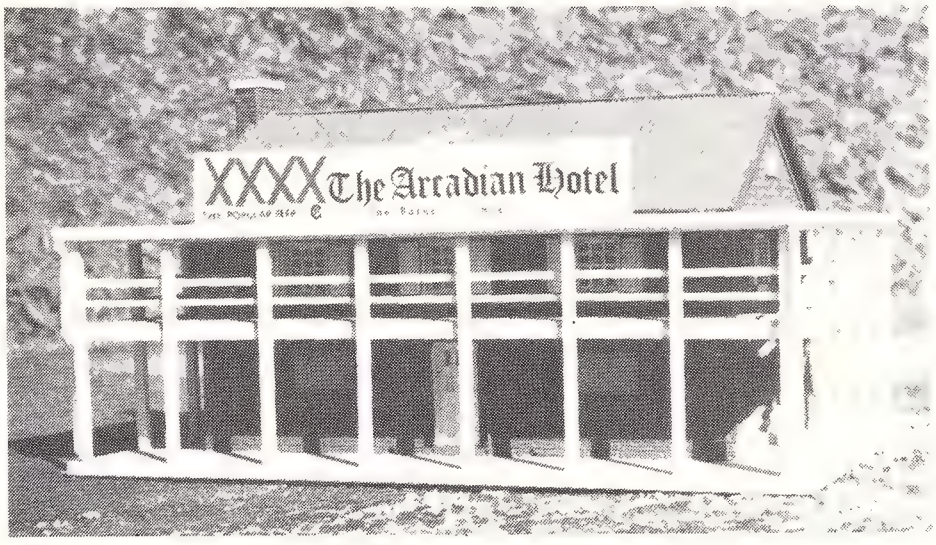
More photographs on page 25



South Bulli No. 5 — G. Ball photo.



Side view of South Bulli No. 4. Photo Graham Ball.



THE ARCADIAN HOTEL

Max Chaseling

This Hotel conversion from the "TYCO" colonial house was done with two purposes in mind; 1. To produce an Australian Hotel (also called a pub) for the club layout with the minimum of effort; 2. To show beginners and other modellers that plastic kits should be looked at in the light of what Australian and other buildings can be produced from them.

Construction Details

The main building except for the roof and guttering was assembled as per instructions. The roof was made from corrugated siding (see adverts. in A.M.R.M. for suppliers).

The building was glued to a 2mm thick base which is 35mm wider all round than it and the position of the 3mm posts were marked. The posts were spaced on these marks and a 3mm x 2mm rail was glued to them at above lower window level and a 2mm square rail on their tops.

A 3mm x 2mm rail was glued to the building at the lower window level. This and the one on the posts support the 30mm verandah which is 1mm balsa scribed to produce planks. The posts were glued to the base and the verandah fitted. Next 2 thin strips of card were glued on as rails. The verandah of corrugated siding was then fitted.

Beading of 2mm wide 1mm thick balsa became the all around guttering and the original downpipes were fitted on all corners.

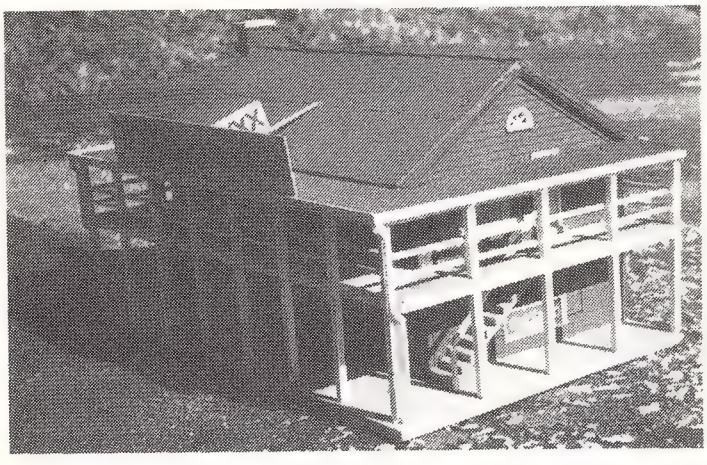
I forgot to mention that on the right hand side verandah steps were added. These came out of my scrap box but such things are available from stockists.

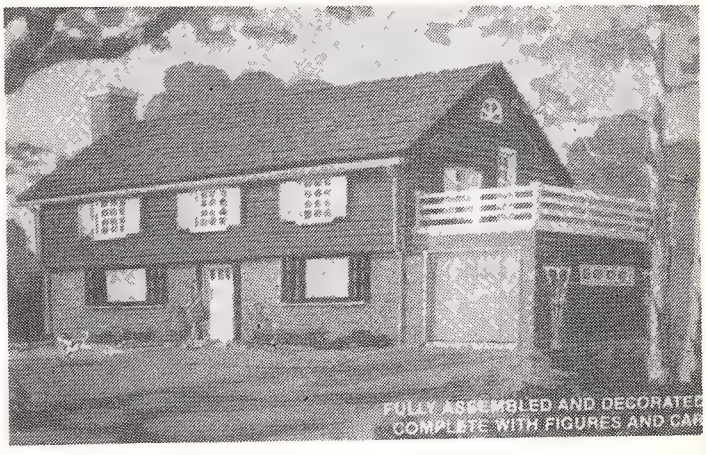
The front sign was cut to size after the "Lettra-set" rub-on lettering was put on. The "XXXX" signs came came from the brewery.

The final touch was to paint the roofs red and posts white.

The left over pieces became the garage (as per the original); A wash room, an outside laundry and a shed.

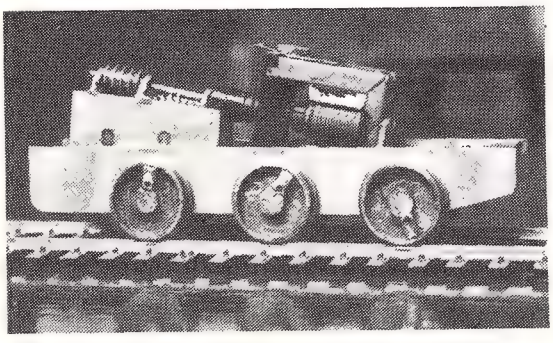
Well, do you like this conversion? I hope it has whetted your interest to make a start doing your own conversions and as my Irish friend says "I buy a kit not for what is in it — but for what is in it".



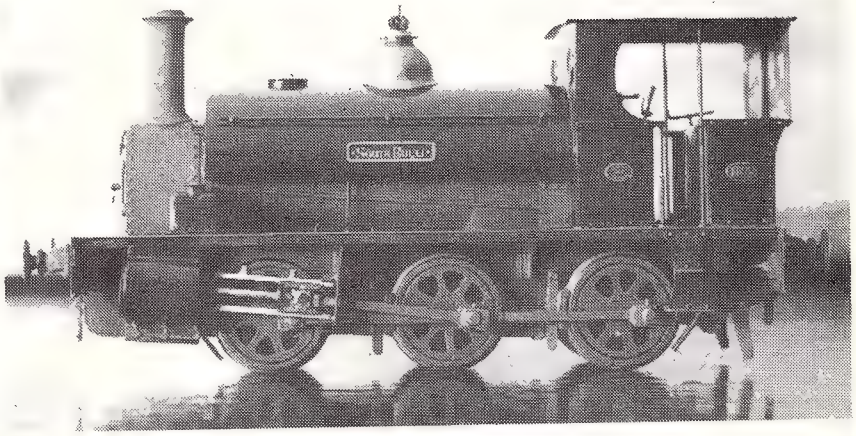


SOUTH BULLI No 4

Continued from page 24



The chassis under construction. Photo A. Baird.



South Bulli No. 4 — the model. Photo A. Baird.

LET OTHERS LEARN FROM YOUR MISTAKES

Do not be misled, the above is not a prize winning model, just a simple, incorrect modelling method. Photo by Graham Ball.

Being associated with AMRM and a well known exhibition layout often portrays, to some people, the wrong impression of individuals. When attempting to encourage modellers to do a bit of individual scratchbuilding or modelling the reply is often, "Its alright for you, you're an expert." There could not be a more untrue statement. The fact that some modellers are associated with a quality item does not imply that everything they do is good. Sure, most on display is good, but what about the unseen mistakes?

Very few people will acknowledge (publically) their mistakes and, no doubt, ego has a lot to do with it. In a recent issue of Model Railroader a reader suggested a Mistakes Column or, more accurately, a Bad Ideas Column. The editor brushed the idea off jovially as another 'bad idea' but there is some merit in mentioning your own mistakes, for it directs others away from the same problems. A term to describe this is 'experience' and experience does teach, as long as one has the sense to remember the lesson.

The reason for writing this brief interlude is to relate a mistake that, hopefully, will help others avoid the same problem in the future. Following an article in AMRM by Allan Brown, a number of associates and myself were making (or attempting to make) up to 64 KF/CKF four wheel flats, by the mass production method. The basis of the model was styrene with cast (plastibond) axle boxes, MGW bearings and wheels and a lead slug for weight. The deck was a section of North Eastern timber to give the realistic timber appearance.

All components were cut and some were assembled and left for a month (to the next meeting night). Styrene sections were used for strength despite the warning of one of the group who will remain nameless (in the hope that he will soon stop laughing).

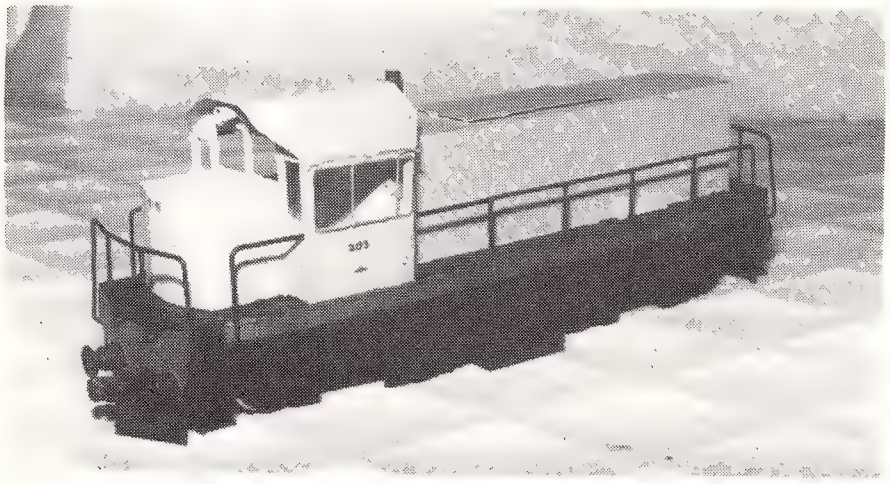
After two weeks of changing temperatures the result was catastrophic; the vehicles resembled nothing from N.S.W. They were more like Queensland banana wagons. A quick glance at the photo will show the extent of the bow in the vehicle, caused by the differing expansion rates of the styrene and timber. The lead centre support just bent with the wagon; so be warned as we have — use nothing thinner than 40 thou styrene for strength.

In closing this rather amusing incident (who wants 15 banana wagons) it does pay to remember that everyone makes mistakes — some more than others. All modellers, no matter how good they are, have had to start somewhere and after some time they become proficient. Don't be frightened because of your lack of knowledge or ability, there are plenty of books and magazines around to teach the many techniques needed for modelling. If you don't try you'll never know.

This sorry tale reminds us of Hugh William's experience a few years ago. He had spent many hours carefully building an OAX car transporter from stripwood and Aquadhere glue. He painted and lettered the wagon, stood back and admired his work. Later on a rainstorm hit the area and water came through the window and landed on the model. Next morning Hugh found a fully painted kit of parts lying in a pool of water which had dissolved the glue. The moral of this story is not to leave your models where they can get wet. I have been told that the Aquadhere formula has been changed so that once dry it won't dissolve but I'm not prepared to test this.

Bob Gallagher

MOUNT ISA MINES DIESEL HYDRAULIC LOCO Sn3½ MODEL



In 1976, I was sent to Mt. Isa for a few months by the company I was working for, to do some work on the copper smelter. Being interested in railways generally, I took interest in QR's activities and MIM's loco fleet. One of which, their latest was a Walkers DH., similar to QR's DH, but was fitted with a low front nose as the latest DH's at Emu Bay Railway in Tasmania.

This one really impressed me, I believe its a pity QR's DH's didn't have similar styling as I reckon the drop nose locos always have a better appearance to those locos fitted with full height noses. But unfortunately after a week the DH went in for repairs and didn't reappear till a couple of days before I left to return to Brisbane. I was able to obtain sufficent photographs to be able to draw up a reasonable drawing so I could build a model of this loco.

Back in Brisbane after finishing the drawing, I went searching for a suitable HO scale mechanism so an Sn3½ model could be built. At a large department store, I obtained a damaged Lima HO British Rail Bo Bo diesel which suited very well for the low cost. After trimming a few odd peices off the bogie side frames and chopping a section of the fuel tank out to reduce the overall length, the chassis & mechanism were ready to receive the top of the loco which was fabricated from .030" & .020" styrene sheet, stuck together with MEK.

The power bogie was fitted in the long hood end and certain extra sections had to be fitted to make room for the motor brushes and gears and to allow the bogie to swivel. (See photo). The loco was painted canary yellow with black underframes, bogies buffers & cowcatchers & handrails with red for the buffer beams & valance. I was happy with the finished product considering the small cost and effort involved. As with the natural ability of the mechanism the loco had a very high top speed and it needed plenty of weight to help the loco keep its feet.

I had not got around to weighting this loco properly when it disappeared off the AMRA display at the Hobby Exhibition in 1978. I am sure this loco is the only one in existence, and it would be much appreciated if it could be returned to AMRA Qld. Branch.

Steve Malone

THE 'W' SERIES WORKMENS VANS OF THE VICTORIAN RAILWAYS.

Prototype notes by Ian Weickhardt
Model and notes by Charles Huggard.

THE PROTOTYPE

The 'W' series vans of the VR provide workmens' accommodation. A train of W series stock, stabled in a suitable siding, is a distinguishing feature where a gang of men is to be involved in a project for some time. During the recent relaying of the Jeparit — Yaapeet wheat line in Victoria's Mallee, such a group of W series vans was placed at Jeparit for accommodation of the gang assigned to the job.

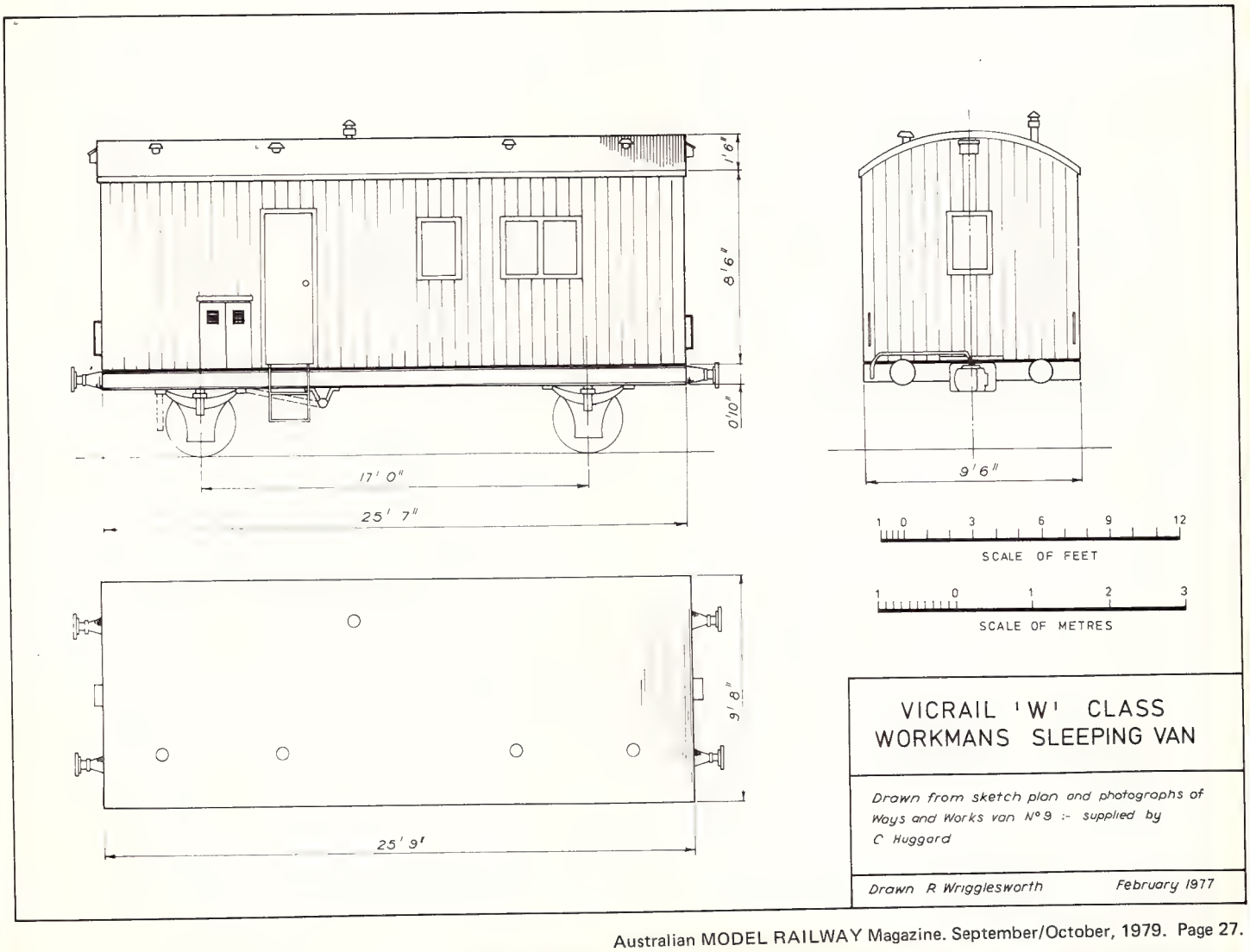
Most W-series vans were built after 1901. The others are conversions of other stock.

It is quite important to note that within each class there are many variations in both length and appearance. Official descriptions of both types of WW show them as being of 'various' lengths. Rolling Stock of more precise pedigree, such as VP bogie vans, are shown with definite length, e.g. 41 feet.

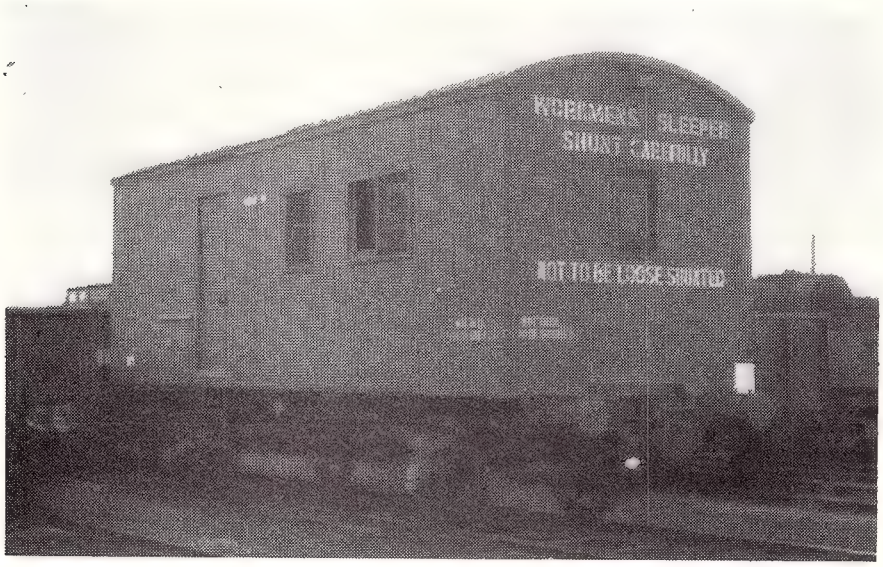
Unlike W's, most of which were built new as W's, the WW's are largely a class of conversions from older vehicles. Some old end-platform bogied country cars, (A's and B's) became WW's; and when these were scrapped, their places (but not their numbers) were taken by swing-door ('dog-box') suburban T cars. These latter WW's can be identified as ex-suburban electric stock by the cover strip running the length of the clerestory roof, in the centre of the clerestory. This strip covered the wires feeding the electric lamps in each compartment. Some of these 60ft. T cars were originally converted from 45ft. A and B cars. Even an ex-suburban electric motor car (155 ABM) became a workmens' sleeper car!

The lesson to be drawn from the WW story is that we can convert nearly any van or passenger car to 'Work train stock'.

Class	VR designation	Number in service 1966	Number in service 1976	Number Range 1976
W	4-Wheeled workmens's sleeper, 15 tons.	270	247	1 upwards.
WW	Bogie workmen's sleeper.			
	Two types: 20	81	Total	101 upwards
	tons, 30 tons.	52	127	1 to 100
WK	Bogie workmen's Kitchen carriage, 30 tons.	1	1	1
WM	6-wheeled workmen's mess carriage, 15 tons	1	1	2 (No. 1 scrapped)
WS	4-wheeled workmen's shower carriage, 13 tons	6	5	1,3,4,5,6



Handbrake side of 192 W. There are no 'small doors' on this side.



192 W snapped at North Melbourne in April 1970. Note the small doors fitted left of the main door, and the 3-link chain over the coupler. this allows coupling to screw-coupler stock.

Further, not all W series vehicles have the standard VR auto ("knuckle") coupler. Many of the WW's have screw couplings. These couplings are similar to those fitted to the Tait (red) suburban trains. Modellers who specialise in museum-standard rolling stock for display rather than operation would no doubt fit a WW model with screw couplings. HO and O scale types are commercially available; also they are not difficult to make from scratch. However, they thoroughly inhibit 'operation'. If 'operators' really must fit screw couplings they should do what others have done and fit screw couplings to the intermediate vehicles of a permanently made-up train, and then fit a Kadee, X2F, etc. type at each end of the train. Remember that every screw coupler must be accompanied by a pair of buffers on the end sill.

Special Aspects of Prototype Operation:

The VR specifies certain operating rules for W-series vehicles. The following from the 1953 General Appendix, are the main points;

- They must be placed in sidings whilst coupled to a loco, and not "loose shunted".
- Those without handbrakes must be secured by chain and padlock threaded through a wheel and around the rail. The local Stationmaster must satisfy himself that this is done.
- They must be placed in sidings other than 'dead-end' extensions of running lines.
- They must be protected by a derail block secured to one rail, 100ft. clear of the van.
- When in a mixed train, they must be marshalled as close to the passenger cars as possible; on a goods train, as near the guard's van as possible.
- Employees are not allowed to travel in W-series vehicles. They must travel by other means, such as scheduled passenger train.

At some work sites there is nowhere to store the W or two required for accommodation. The VR trick is to lay a short length of temporary track adjacent to a joint in a suitable working track, unbolt one rail of the working track, and bolt it to the corresponding rail of the new 'siding'. A piece of rail is then connected to the other 'siding' rail, placed across the top of one rail of the working track, to be bolted to the free end of the other working track rail, which is also unbolted. The van is then gingerly eased forward from the working track to its tempory home, and the working track fishplated together again. When, perhaps after some months, the project at that site is complete, the technique is applied again and the van removed. This method was observed at Bonnie Doon on the Mansfield branch line, in 1958. It might sound like a hair-raising stunt, but it works, and saves the expense of laying in a "twice-used-only" turnout.

Workmens' vehicles have been improved in various ways over the years. For example, W's have in recent years been fitted with LP gas cylinders. The 'kitchen' end of a W is the end with the stovepipe. The rest is divided up for sleeping/sitting accommodation. The W's have also been fitted out with 240 volt wiring, so that electrical appliances of all types can be used. The 240v line is plugged in at whatever station is providing stabling for the train.

Compiled with the help of Peter Vincent, Des Jowett, and Victorian Railways publications.

THE MODEL

This is a brief description of how I went about building a VR 'W' series "workmens' sleeper" van.

The VR 'W' van is one of several classes of stock for workmens' accommodation, as shown elsewhere in this issue. This article describes how I built a model of W9, one of the two hundred-odd such vans. They are a comparatively simple van, the body consisting of vertical-plank sheathed walls and a simple curved roof.

My 'W' was made with separate body and chassis units. These were matched at the appropriate stage in the construction process.

Body Construction:

This follows a simple, trustworthy 'box' method that I have used with pleasing results in making the 'T' and 'TP' vans described in other issues of AMRM. The body 'box' consists of floor, two sides, two ends, a central bulkhead, and the roof. After assembly, Northeastern 'scribed siding' is glued to the sides and ends.

I cut the floor and end pieces from 3/16th inch plywood. The LENGTH is dictated by the length of the van, minus twice the thickness of an end, minus twice the thickness of the scribed siding material. The WIDTH equals the width of the van, minus twice the thickness of the scribed siding. Be sure to select and measure the thickness of your side and end materials before you mark out your floor! A good typical material for sides and ends is 1/16th inch basswood or other flat softwood.

The end pieces are made to the full end dimensions, but with the width reduced by twice the thickness of the scribed siding. Cut in and 'glaze' the end window, and then glue and pin the ends to the floor, using a white glue such as Selleys 'Aquadhere'. Glazing is arranged by glueing a piece of Perspex (or other transparent plastic) behind the opening, with strips or tacks at corners to help secure it.

Next, make up the sides so that when held in place by hand they fit snugly between the ends. Cut in and glaze the windows, and glue the sides in place.

The central bulkhead is simply a stiffening piece to support the sides and roof at the middle of the wagon. It is a piece of ply cut to fit neatly between the sides, with its top shaped to support the roof. It is glued into place across the centre of the wagon.

Cut and fit 1/32nd inch Northeastern scribed siding to the ends first. Follow this with sheathing applied to the sides, neatly trimmed to match up with the sheathing on the ends. However, remember to carefully mark out and reproduce the window openings in the sheath before applying it.

The roof is also from 1/32nd inch scribed sheathing, cut so that the scribing runs the length of the van. Glue it on UPSIDE DOWN; the scribed grooves in the wood facilitate curving and fixing the roof with a minimum of bother. Glue the roof in place and secure it with a few light elastic bands while the glue dries. When dry, glue on the 'corrugated iron' as seen in the photo.

Details such as door hardware, chimney, and window 'frames' can be made up from pieces of wire, cardboard, and wood, and glued on. Put on as much as suits your taste, but remember that the business of detailing can take as long as all the prior construction put together. However, the time taken is immaterial if you thoroughly enjoy putting on lots of 'finishing touches'.

Paint the sides, ends, and underfloor the usual 'red zinc chromate' brown. The roof can be a dirty yellow-brown, or the same color as the sides. Apply as much of the lettering as you can manage. The vehicle number is given in the form '123 W', with a space separating the letter from the numerals.

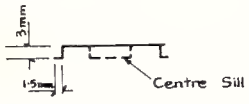
Chassis Construction:

I made mine completely from brass sheet. The chassis consists of a 'base', a centre sill, 2 end sills, 4 inside bearings, 4 axle guards, and whatever other hardware you care to attach. Steps, gas cylinders, and other fittings can be seen on the prototype.

- Base: Piece of brass the length of van floor, minus twice the thickness of the end sill. Width is 34mm. Make up from 8 thou. sheet, as in Diag. 1.
- Centre Sill: Length of base x 19mm, 8 thou. sheet. Shape as per Diag. 2, and put aside.
- Inside Bearings (to suit 10.5mm wheels): Cut 4 pieces of 10 thou. brass 13mm x 6mm, sweat them together, drill to suit axle size, and slot them. Separate them, and shape according to Diag. 3.
- End Sills: 4mm wide x width of base. 10 thou. sheet. Notch in lower edge to suit coupler pocket height.
- Assembly: Solder end sills to base plate. Solder or glue axleguards to base plate. Solder inside bearings to centre sill. (Diag. 4).
  Solder piece of copper wire between each pair of inside bearings. These function as 'keepers' for the wheel sets.
  Solder the centre sill in the CENTRE of the base. Solder on brake gear, steps, and whatever else you wish to attach. Paint the chassis the same color as the body.
  Fit the chassis to the body with 'Pliobond' or similar glue, or by small screws. Fit your choice of couplers.
  File the axle ends off the wheel sets, drop the sets into place, and bend the copper 'keepers' loosely over the axles.

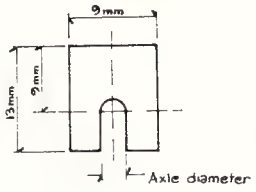
Note on Inside Bearings:

Several modellers have found by experience that inside-bearings equipped four-wheelers are less prone to derailment than other four-wheelers. This is because when a wheel encounters a dip in one rail, one or other of the inside bearings at that end of the wagon provides leverage to the axle near its midpoint. Both wheels of the set are then held in contact with the rails.

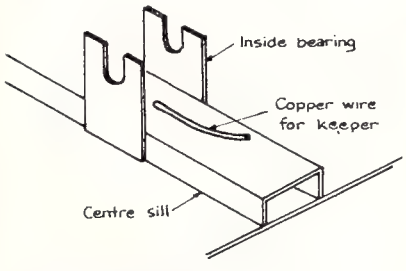


① 'BASE' SECTION

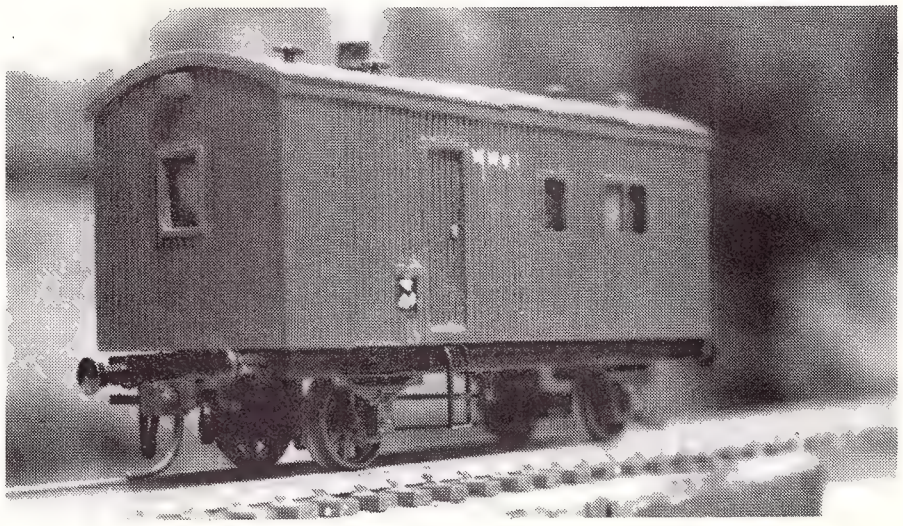
② 'CENTRE SILL' SECTION



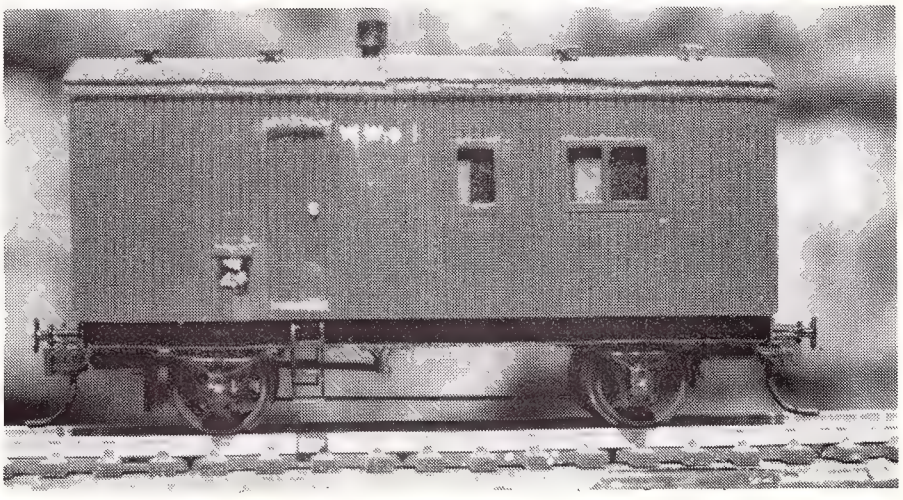
③ INSIDE BEARING



④ ARRANGEMENT OF INSIDE BEARINGS



Three-quarter view of Charles Huggards 'W' van. (The gremlins put in the second W.) Note basically simple body shape.



Note the underframe detail - it really is worth the effort.

An Electricity Substation

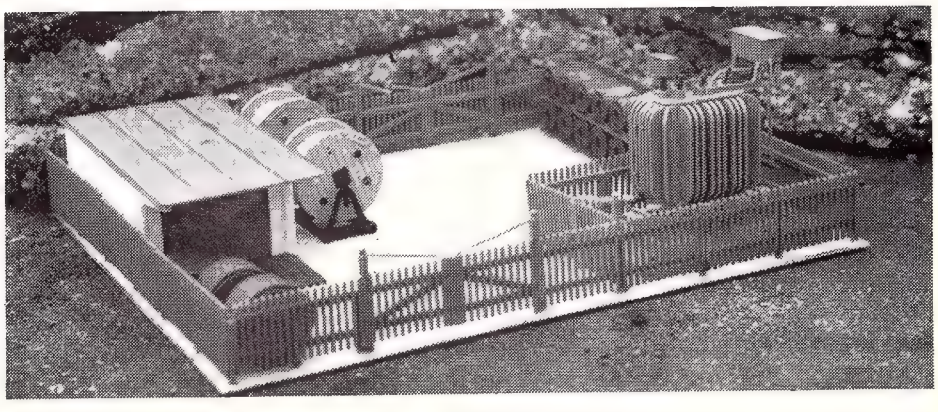
Electricity sub-stations are seen in real life in all shapes and sizes but are rarely seen as models. On asking friends' reasons why they did not want to model one, I thought that "Too Hard; Too Large; and Too Complicated" were not valid reasons since the one near my home is a new compact type. I had decided to model it and their answers decided that I would not only make it, I would also write this article to help others who want a sub-station.

The total area is only 150mm x 200mm, which is a piece of plastic on which parts are glued. Around the perimeter I glued a "Kibri" high paling fence complete with 2 gates. In one corner I placed a "Kibri" transformer (No. 9922) which is the correct type for the real one. In the corner I then fenced off the transformer as it is done down the road.

Diagonally opposite I placed the control and spares hut. I made this from the base of a "Faller" house (B-252) which I had used elsewhere. The roof of modern construction is from a sheet of plastic with 3 ribs glued on. Beside this I put two "Kibri" wooden drums on stands (No. 9921) and in front two "Airfix" drums. Between the transformer and the back fence I put a two coils high stack of coiled wire. These are off a "Lima" or "Tyco" flat wagon which now has an earthmover as its load.

The ground area is streaked with two shades of brown, light grey, and green for a filthy dirty effect since the original is dirty concrete. Since all the area around this sub-station has underground mains there are no poles to worry about so a clean, open model results. This model was made in one night and I don't think it is too hard, too large or too complicated for anyone to make.

Ron Bennett
Photo: W. Budd



MURPHY PROVED RIGHT AGAIN

We have mentioned before that Murphy's Law says that if anything can go wrong it will. Another way of saying this is *"A problem will occur where it can do the most damage"*. In the July/August issue problems developed with reproduction of several photographs. As you probably have guessed the two that were affected most were in Leon Oberg's photographic article so in fairness to Leon and those readers who tried to gain advice from the copies we are reprinting them.

This picture should illustrate the discussion dealing with depth of field and show that even in dull rainy light, and with the added disadvantage of a tele-lens, sharp pictures can be obtained.

NSW Pacific, No. 3801 had just steamed into Junee from Wagga on an early winter-like misty morning on April 23, 1972. Due to the poor light, an extremely slow shutter speed was necessary to ratio the small enough lens opening to obtain the depth of field. The picture was shot at 125asa on FP4 film with a Nikon F Photomic at 60th second at f.8. Additionally, the use of the medium 135mm telephoto lens provides that extra train detail by in effect, bringing it up toward the camera.

Judging by the lack of sharply defined shadows Peter Watts also had an overcast sky to work with when he photographed X51 and an airconditioned train on the Victorian standard gauge. The results show once again that sharp photos are possible in dull weather.

3647 stands in Euchareena station with No 99 Dubbo-bound goods on June 3, 1966. The 'Pig' was certainly heavily weathered at that stage, like most Western 36's of that era. Photo: Leon Oberg.

THE PIGS OF THE NSWGR

A brief description of the C36 class locomotive as used by the New South Wales Government Railways. Compiled by Paul Rogers.

The 4-6-0 layout was the preferred NSWGR express passenger wheel arrangement for many years, culminating in the appearance of 75 top-link locomotives during the 1925-28 era. Other than being the last 4-6-0 design to enter service on NSWGR tracks, the C.36 class locomotive evinced the final employment of plate frames by that system, as well as the first use of Walschaerts valve gear on a NSW express passenger type engine. The class was also the first to be equipped with turret tenders.

Designed as an improved version of the C.35 (NN.1027) class 4-6-0 locomotive, the C.36 class was the first new type of engine to appear after the 1924 reclassification; hence their intended NN.2 identification is not so well known. Although sharing some common features with the earlier units, the C.36 class provided solutions to some of the operating problems associated with the Great Western-inspired ten-wheelers of 1914-23 vintage. Constructed by Eveleigh Locomotive Workshops, Redfern (road nos. 3601-3610) and Clyde Engineering Company, Granville (road nos. 3611-3675), the locomotives were available for traffic between January 1925 and November 1928. Tenders for the first 60 engines came from the State Government Dockyard at Walsh Island, Newcastle, with the balance emerging from the Clyde Engineering Workshops. Detailed service histories are recorded in the Public Transport Commission of New South Wales 'Steam Locomotive Data' booklet, while a comprehensive profile of the class can be found in the essay by the Reverend John Thompson referenced at the foot of this article.

Many changes were made to members of the C.36 class during their career; this article will place pictorial emphasis on those modifications which caused external changes to the locomotives. One notable alteration occurred in 1935, when 3672 and 3673 were fitted with smoke deflectors. Several photographs of the locomotives in this guise survive to the present day; one, showing 3673 hauling a pre-war clerestory-roofed intercity set of carriages, graced a 'parcels reminder' postcard issued by the writer whilst in NSWGR service as late as 1964!

Locomotives 3601-3608, 3611-3614 and 3626-3660 were commissioned without headlights; the remaining units, commencing with 3615 (when new) in January 1927, receiving this facility prior to delivery. The deficiency on the 47 earlier locomotives was soon rectified, although unorthodox placement of the headlight occurred in some cases for specific periods.

Equalised bogies were fitted to all tenders, and also to the leading wheels of engine units 3661-3675 inclusive. Side buffers and screw drawgear were standard equipment, but in their later years many of the class received automatic couplers on their tenders in recognition of the mixed traffic role which they were called upon to undertake.

Appearance and attributes earnt them the nickname of 'Pigs', but reboilering from 180 psi roundtop to 200 psi Belpaire style during the 1950s generally improved their efficiency. New cabs were fitted concurrently with this modernisation. Two locomotives, however, remained in original condition until condemnation: 3622 and 3663, both withdrawn during 1958.

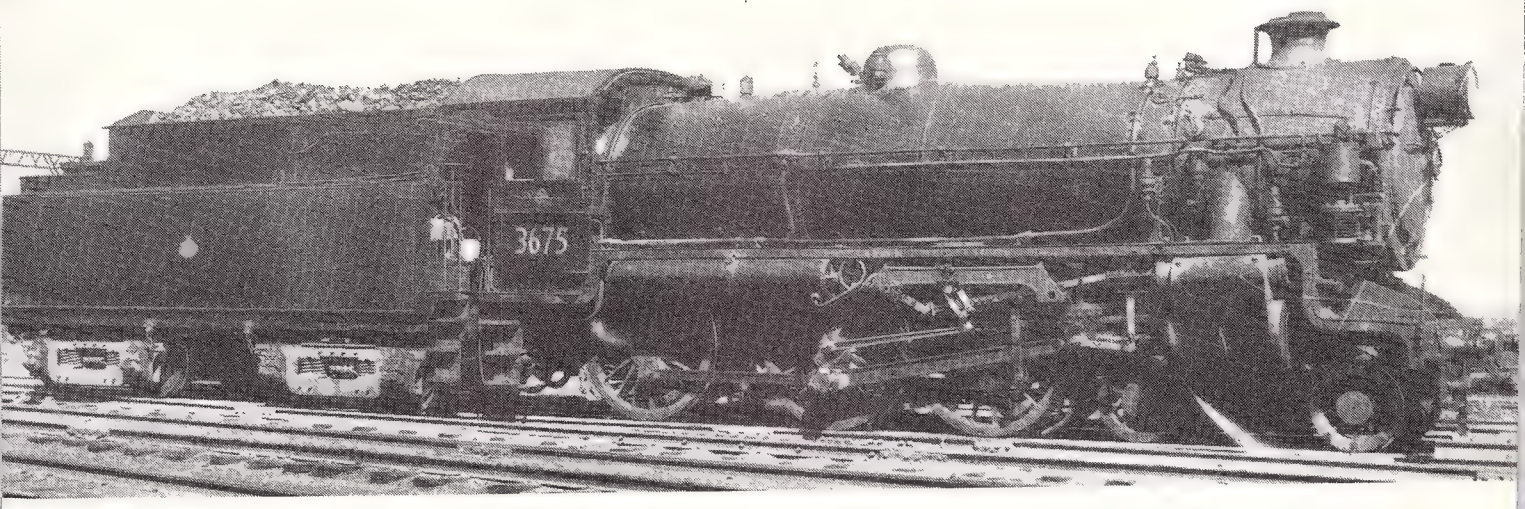
An earlier attempt to upgrade the C.36 class locomotive is connected with a proposal dated July 31, 1933, in which Chief Mechanical Engineer Harold Young suggested rebuilding the design to a C.37 class 4-6-2 layout.

The standard livery for the C.36 class was black, but some members of the group received green as their basic colour during the 1930s. Locomotives so treated included 3603, 3608, 3609, 3611, 3613, 3616, 3619, 3628, 3629, 3633, 3635, 3637, 3638, 3640, 3642, 3643, 3644, 3649, 3652, 3653, 3660, 3661, 3666, 3667, 3669, 3671, 3672, 3673 and 3674. Two nameplates, 'Hunter' and 'Hawkesbury', were inherited from the C.32 class used for intercity express workings on the Sydney-Newcastle route. These plates were nominally carried by 3608 ('Hunter') and 3609 ('Hawkesbury'); but other engines from time to time were noted with them; e.g. photographs exist which show that 3633 and 3640 wore the 'Hawkesbury' plates on occasions.

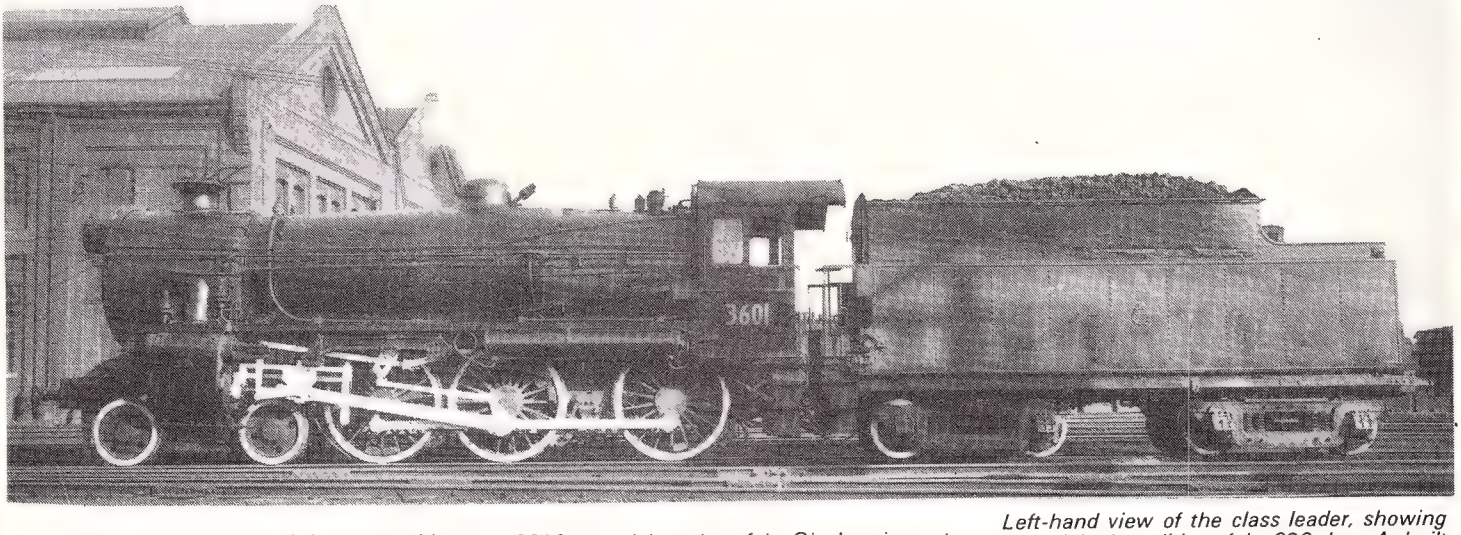
The Roya Visit of 1927 entailed the painting of five C.36 class locomotives in blue livery. The units affected were 3602, 3615, 3616, 3617 and 3618. The NSW train itself consisted of highly polished carriages drawn from both the special service and revenue-earning

3622, along with 3663 were the only two of the 75 strong C36 class engines not to be fitted with 200 lb Belpaire fireboxed boilers. Never the less, even before re-boilering, the 'Pigs' were quite powerful engines, as witnessed by the load behind 3622 on Cowan Bank. PTC of NSW photograph.

Typical of the 36-class hauled day trains in the heyday of the Pigs, is this photograph of the famous 'Fish' with 10-car varnished SOB 102 set, headed by 3664. PTC of NSW photograph.



Right-hand view of the last of the class, 3675, as originally built. The humped boiler, so prominent in this picture, was one of the reasons that the class earned the nickname of 'Pigs'. PTC of NSW.



Left-hand view of the class leader, showing the original condition of the C36 class. As built they were plagued with teething troubles, but after reboilering, and cab rebuilding, they developed into a fine machine. PTC of NSW photo.

coaching stock groups, and the composition, along with other compositions which appeared on notable occasions, will appear in a future issue of this magazine.

In November 1957, the Giesl Oblong Ejector system and associated superheater equipment was installed on locomotive 3616. This locomotive, now resident in the NSW Rail Transport Museum at Thirlmere, still carries this feature. In addition, no. 3641 was fitted with the Giesl superheater only. Although 3616 proved the value of the Giesl equipment, no further conversions were undertaken as the NSWGR had forecast an extremely short life for the entire class. In fact, some of the locomotives were to survive for more than a decade after the Giesl modifications!

Withdrawals of the C.36 class did not commence until 1958, and not really in large numbers until around 1965-66. Towards the end of the 1960s, a shortage of motive power saw the return to service from temporary storage of several C.36 class locomotives, together with the retention of some of their sisters for a brief period. Of the 10 locomotives kept operational until 1969, six (nos. 3638,

SERVICE HISTORY: C.36 CLASS LOCOMOTIVES

No.	Period of Service	Reboilered
3601	1925-1962	1954
3602	1925-1963	1955
3603	1925-1962	1954
3604	1925-1963	1955
3605	1926-1959	1955
3606	1926-1964	1954
3607	1926-1967	1956
3608	1926-1964	1957
3609	1928-1965	1956
3610	1928-1967	1957
3611	1926-1962	1955
3612	1926-1967	1955
3613	1926-1966	1957
3614	1926-1965	1957
3615	1927-1965	1954
3616	1927-1967	1953
3617	1927-1967	1956
3618	1927-1967	1954
3619	1927-1964	1956
3620	1927-1967	1955
3621	1927-1966	1957
3622	1927-1958	n.a.
3623	1927-1967	1955
3624	1927-1966	1956
3625	1927-1964	1955
3626	1925-1966	1955
3627	1925-1964	1953
3628	1925-1967	1955
3629	1925-1965	1956
3630	1925-1966	1955
3631	1925-1967	1955
3632	1925-1963	1953
3633	1925-1966	1955
3634	1925-1964	1955
3635	1925-1965	1954
3636	1925-1967	1955
3637	1925-1967	1956
3638	1925-1969	1954
3639	1925-1966	1953
3640	1925-1966	1956
3641	1926-1967	1953
3642	1926-1969	1955
3643	1926-1969	1953
3644	1926-1969	1954
3645	1926-1969	1954
3646	1926-1967	1953
3647	1926-1969	1955
3648	1926-1966	1956
3649	1926-1967	1956
3650	1926-1964	1955
3651	1926-1969	1956
3652	1926-1969	1956
3653	1926-1965	1955
3654	1926-1969	1956
3655	1926-1966	1957
3656	1926-1962	1954
3657	1926-1965	1956
3658	1926-1966	1956
3659	1926-1967	1956
3660	1926-1963	1954
3661	1927-1966	1957
3662	1927-1966	1953
3663	1927-1958	n.a.
3664	1928-1969	1956
3665	1928-1967	1955
3666	1928-1967	1954
3667	1928-1963	1953
3668	1928-1966	1956
3669	1928-1965	1955
3670	1928-1965	1955
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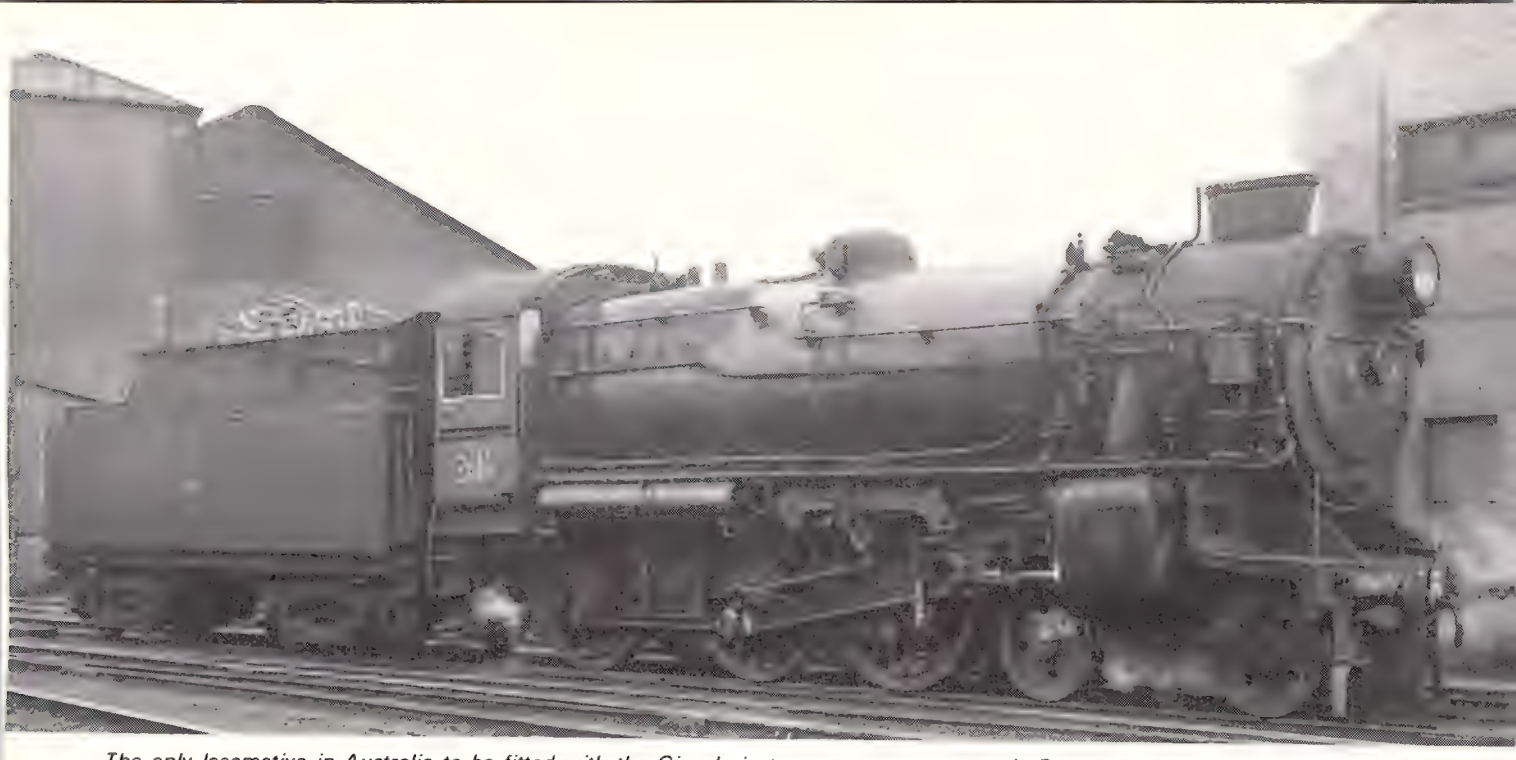
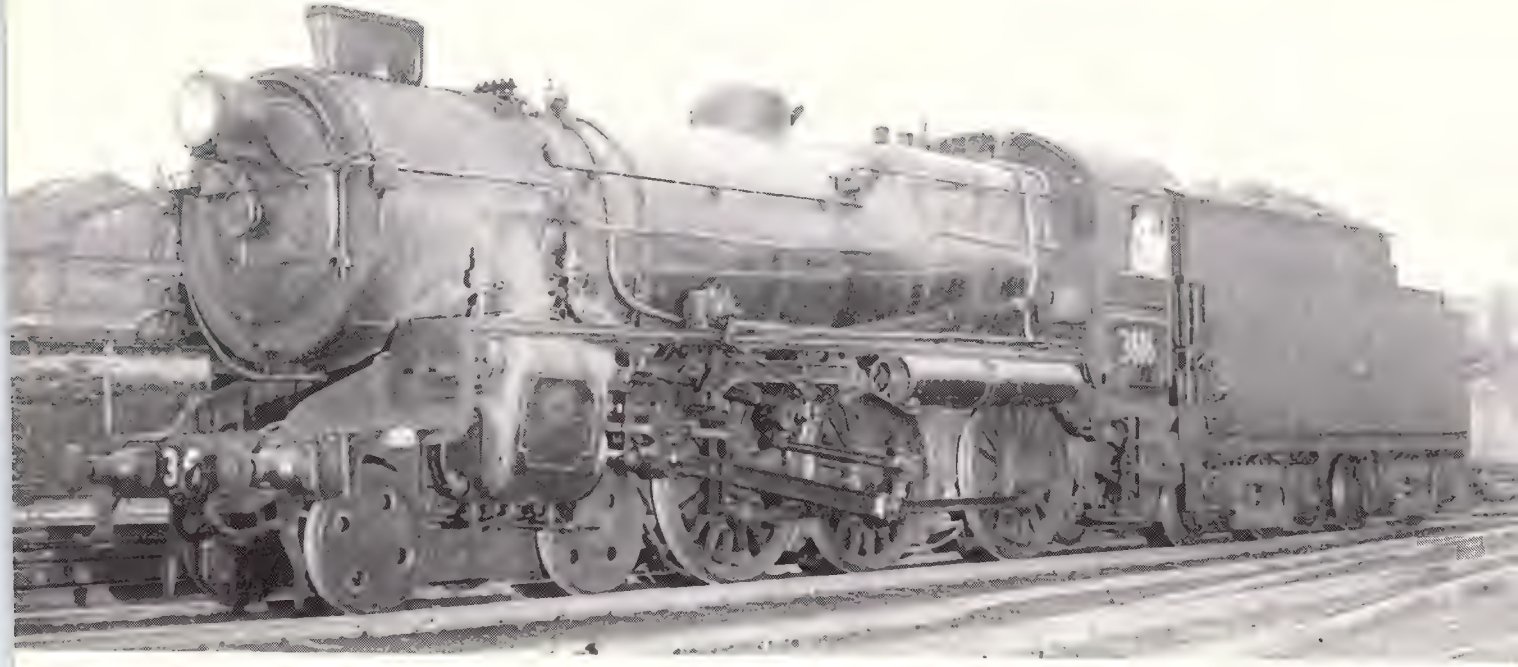
3673	1928-1964	1954
3674	1928-1964	1956
3675	1928-1967	1957



The only locomotive in Australia to be fitted with the Giesel ejector system, so common in Europe, is 'Pig' 3616. Both photographs reproduced with the kind permission of the PTC of NSW.



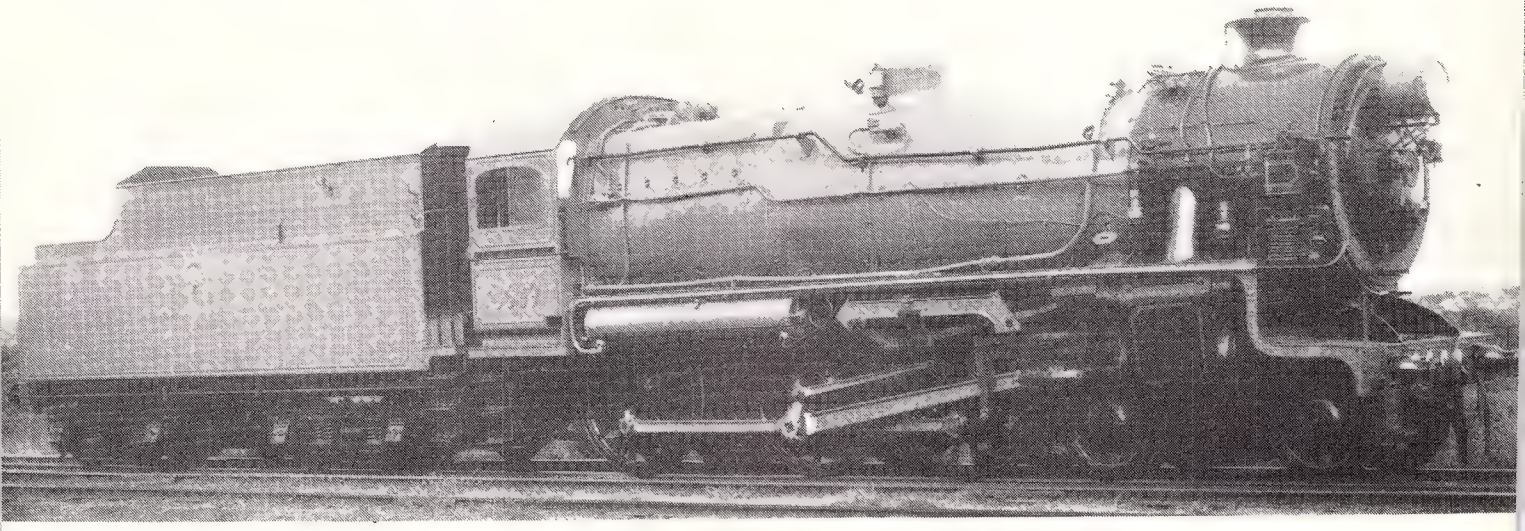
This poor quality photograph, from the archives of the NSW PTC shows 3673 at Newcastle in 1935, sporting a pair of ears, or in correct terms smoke deflectors.

3642, 3644, 3651, 3652 and 3654) were fitted with power reverse gear salvaged from condemned D.58 class 4-8-2 tender locomotives. Additionally, they were fitted with air operated trailing sand gear. The remaining four units, not fitted with the power reverse gear, were nos. 3643, 3645, 3647 and 3664.

A number of C.36 class locomotives were fitted with steam heating equipment following the Second World War. The units concerned were 3610, 3614, 3620, 3621, 3624, 3627, 3631, 3633, 3638, 3639, 3640, 3643, 3647, 3649, 3654, 3658, 3665, 3669, 3672 and 3674.

Operation

Until the advent of the C.38 class Pacifics during the 1940s, the C.36 class locomotives were drafted to principal express trains, as well as to the more important mail and passenger services. Their sphere of operation embraced many of the routes bounded by South Brisbane, Armidale, Dubbo, Parkes, Forbes, Cowra and Albury, as well as on the Illawarra line to Wollongong. Staff exchangers were fitted to the class to improve operations on single line sections within the above zone. Initially used for prime coaching duties, they later became mixed traffic locomotives; in the course of their duties, combinations such as 36+38, 36+57, 36+59 and 36+60, plus



3609, re-boilered, in green livery, with black smoke-box. PTC of NSW photograph.

TECHNICAL DATA

	Original	Rebuilt
Wheel Arrangement	4-6-0	4-6-0
Cylinders	23" x 26"	23" x 26"
Steam Pressure	180lb	200lb
Tractive Effort	30500lb	33880lb
Driving Wheels	69"	69"
Leading Wheels	33½"	33½"
Tender Wheels	37"	37"
Firebox	Roundtop	Belpaire
Engine weight	85T 14c 0	86T 6c 0
Tender Weight	73T 14c 0	73T 14c 0

double 36 of course, became commonplace during the 1950s and 1960s.

Preserved Locomotives

Quite a few railfan trips during the 1960s used C.36 class locomotives, and to a lesser degree the employment of this class of engine on special trains run for enthusiasts' groups continued after the general demise of the type in 1969. Three representatives of the class, 3609, 3616 and 3642, were eventually housed in the NSW Rail Transport Museum at Thirlmere; the last-mentioned being involved in the Whyalla tour during 1972. In recent years, however, none of the Museum locomotives belonging to the C.36 class have been available for traffic, but the transfer of 3642 to Goulburn Locomotive Depot for boiler change in April 1979 will see this situation rectified.

Of the preserved locomotives, 3609 and 3616 are liveried in green, while 3642 carries black garb. They are a reminder not only of the 75 express passenger locomotives built for NSWGR service in the mid 1920s, but serve as a tribute to the sister locomotives built some years later for Commonwealth Railways duty across the Nullarbor Plain.

References:

(1) John Thompson, 'Pigs — A History of the C.36 Class Locomotive. Part 1', Roundhouse, Vol. 13, No. 1 (April, 1976); pp.5-36.

(2) John Thompson, 'Pigs — A History of the C.36 Class Locomotive. Part 2' Roundhouse, Vol. 14, No. 1 (October, 1976); pp.4-15, 18-19.

(3) John Thompson, 'Pigs — A History of the C.36 Class Locomotive. Part 3'. Roundhouse, Vol. 14, No. 2 (January, 1977); pp.15-29.

(4) J. H. Forsyth (ed), 'Steam Locomotive Data', Public Transport Commission of New South Wales (Sydney, July, 1974); pp.28-30, 84, 97, 104.

(5) Leon Oberg, 'Steam Locomotive undergoes Major Restoration at Goulburn', NSW Digest, Vol. 17, No. 5 (May, 1979); p.124.

TRADE PRACTICES ACT 1974

The above act is now in force and contains strict regulations on advertising.

It is not possible for this company to ensure that advertisements which are published in this magazine comply with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisement for publication.

In case of doubt, consult your lawyers

SCR Publications.

CAN YOU HELP?

We are considering the presentation of selected Westrail rolling stock drawings, and would like to hear from any readers who have information on:

WOA class bogie iron ore tippler wagon
XC class bogie bauxite hopper wagon
XF class bogie alumina hopper wagon
WF class bogie flat wagon.

WHERE HAVE ALL THE BRAKE VANS GONE? — 1

In recent times, the Hunter Valley Steam Railway and Museum has taken steps to preserve representatives of brake van classes which are now either rare or extinct on the N.S.W.P.T.C. network. Items acquired by this enthusiast group include CHO.2006, EHO.625, EHO.1993, MHO.2316, CHG.9424, HG.12351, LHG.20624, PHG.23288 and SHG.22591.

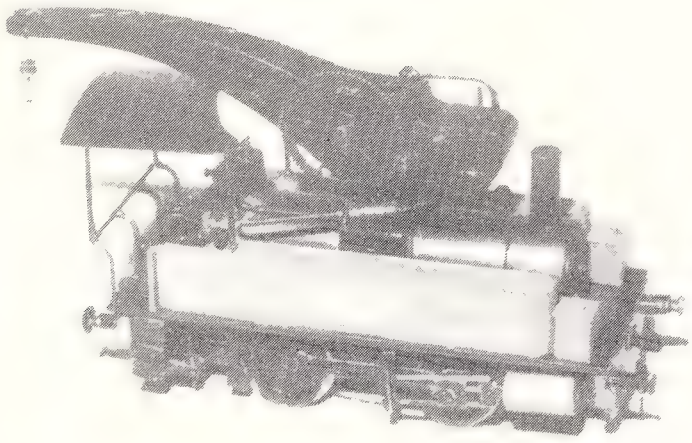
Paul Rogers

NATIONAL COMPETITION

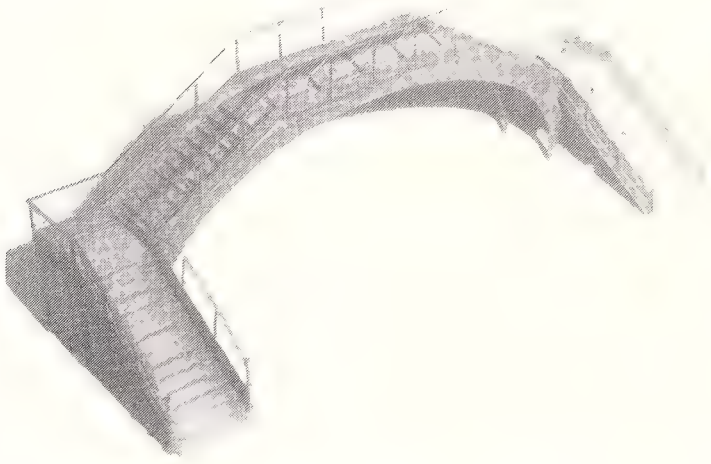
The National Model Railway Competition, is held in conjunction with the Canberra Model Railway Exhibition during August of each year. Conducted by the Canberra Model Railway Club the competition is becoming known for some high class models. The 1979 awards were very competitive as the accompanying photographs, taken by AMRM staffer Graham Ball indicates.

COMPETITION RESULTS

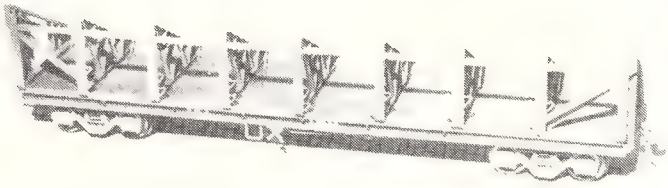
Scratchbuilt Locomotives ..... Lawrie Evans
Kitbuilt Locomotives ..... Allan Hackett
Scratchbuilt Rollingstock ..... Lawrie Evans
Kitbuilt Rollingstock ..... Allan Hackett
Painting and Finishing ..... Bob Wallace
Structures ..... Allan Hackett
Diorama ..... Ross McFarlane
Best of Show ..... Lawrie Evans



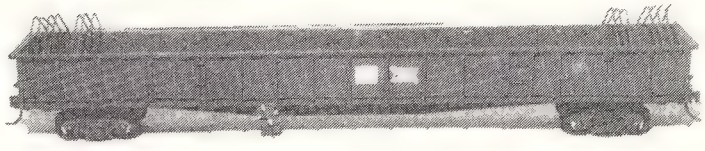
1034, a HO scale scratchbuilt model of a NSWGR crane loco, built by Lawrie Evans won the Scratchbuilt loco award.



This fine piece of craftsmanship, built by Allan Hackett won the Structures section.



Patience, good materials and a steady hand by Lawrie Evans was rewarded with a first in the scratchbuilt rolling stock award, with this HO model of a NSWPTC 'PMX' wagon. The model was also awarded the best of show award, the third year in a row that Lawrie has taken out the top prize.



The NSWPTC 'CDY' open wagon, built by Denis Sherring was only able to be placed second in the scratchbuilt rolling stock class.

MAILBAG

Sir,

I have been aware for some time about a few railway modellers' views on Hornby models. It is with increasing concern that I write about this intolerance and selfish attitude which seems to be prevalent today. Many of the more established modellers are quite ruthless in their condemnation of the Hornby products.

Obviously, those that criticise and abuse are thinking solely about their own set standards and are oblivious to the fact that Hornby contribute greatly to modellers by providing relatively good models at reasonable prices so as to get people started in the hobby in the first place. However, I am not saying that Hornby's market is only for the beginner, but it contributes to this factor fairly strongly. It is not my intention to praise the manufacturer for their models which are often inaccurate, but to state that despite inaccuracies (which every model has to some extent) Hornby produce models that satisfy a particular demand. This demand must be present, because if the demand was poor, then Hornby would not still be a leading manufacturer.

Many of the established modellers may have been caught by the model railway bug from a Hornby train set which snaked around the Christmas tree at one stage, yet they still recklessly condemn such models later on when they forget the fun they had with it. Hornby may not make exact scale replicas and their track standards may not be fine scale, but they are bringing into the hobby a potential 'scale' modeller with every piece of equipment Hornby sell.

Hornby gives to the hobby a railway modeller. He will then, after initial experience, be in a position to judge for himself what he wants. Hopefully, he will see what Hornby has given him — pleasure and enjoyment — and not be influenced by the narrow-minded 'knockers' who do not appreciate the start and continued enjoyment that many receive from Hornby's contribution to railway modelling. Hornby have also been foremost in furthering the development of the hobby and will soon be introducing a new control system called 'Zero 1' that will create another great advancement in the model railway field.

As one modeller who has evolved from a Hornby train set at the age of six, I would gladly thank Mr Frank Hornby and the Hornby manufacturers for their work in making my hobby an enjoyable and exciting one. I thank them for giving me a start in this wonderful hobby.

I hope that those vociferous 'knockers' take notice and think of their start in the hobby and the countless other people that have derived so much through Hornby model railways.

Bradley Hinton,
Wahroonga,
NSW 2076.

Sir,

Our attention has been drawn to the very timely caution ("EYE DANGER", AMRM, May/June, 1979 issue) regarding the properties of methyl ethyl ketone peroxide (MEKP) as sold as the catalyst for certain polyester filler and fibreglass repair kits in Australia.

Your correspondent referred to the product 'Polypatch' as a preferred alternative to 'Plastibond' since it, and the Fibreglass Repair Kit also manufactured by the Selleys Chemical Company, employs a different catalyst sold in paste form. Polypatch has now been superseded by a product called 'plastifilla' as a result of continuing research, and which shows improved stability and curing characteristics; the same curing paste has been retained.

The curing paste was selected after exhaustive testing and indeed the question of safety was certainly one of the criteria involved. So far as is known, this particular curing paste is not as active physiologically as MEKP but care must still be taken to prevent eye contact.

It may not be generally recognised that the resin components in polyester products also pose a slight health hazard since they all contain appreciable quantities of styrene. Users should avoid inhalation of styrene vapour during mixing operations, and it can also cause watering eyes. Whilst this is of itself not a permanent effect we are aware of several cases of more serious eye injury due to operators wiping their eyes with fingers contaminated with resin and/or peroxide curing agent. The short answer to this sort of situation is to ensure adequate ventilation during mixing and use.

J. Waldie,
Technical Manager,
Selleys Chemical Company.

A C36 IN 'N' SCALE

Modelling notes by Bill Dive.

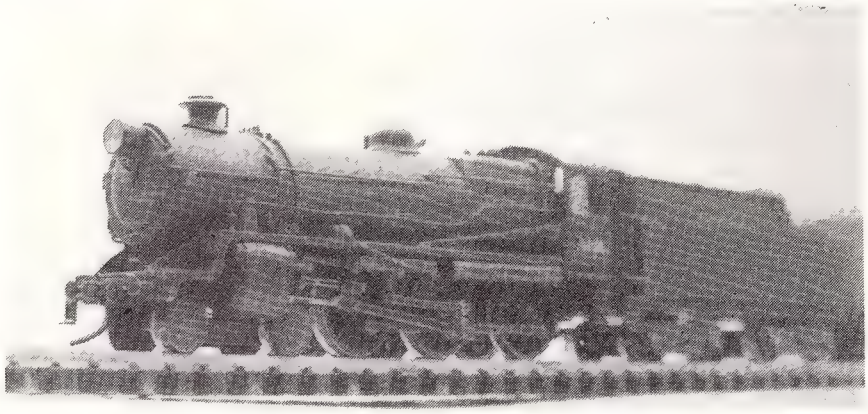
This model uses the chassis of the Sekisui JNR 2-6-0, which has the advantages of correct diameter driving wheels and a correct rigid wheelbase. The distance between the first and second pairs of coupled wheels is 1 mm too great, but this is not obvious on the completed model. The valve gear is neater and closer to scale than the more common Continental mechanisms, and the finer wheel profile is a definite improvement in appearance for a large wheeled locomotive.

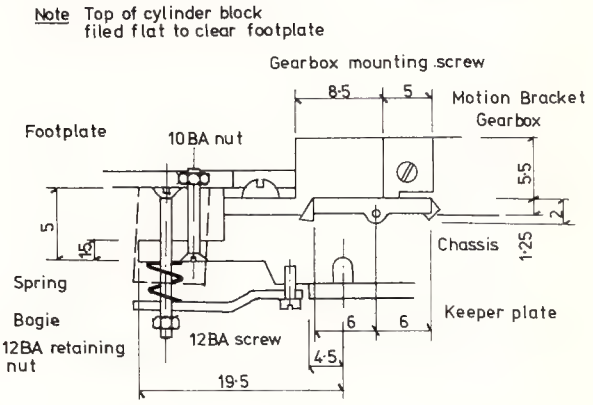
With respect to the finer flanges, there appears to be as good a road-holding with these as with the coarser flanges on reasonable curves. My model will take 9 inch radius curves but with some loss in haulage power as the inside wheels slip considerably, and it is happier on 15 to 18 inch radius curves.

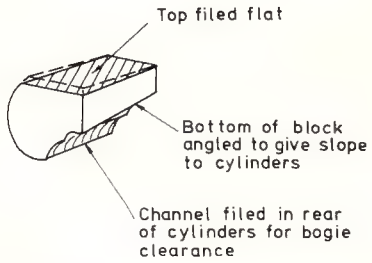
I would suggest, as Terry Clark has in his articles, that anyone considering scratch building in N scale should use Kadee couplers rather than the standard coupler, because of far better appearance of the Kadee product, which I have also found is as reliable in "N" as in "HO".

In addition to the JNR 2-6-0, you will need an additional four pairs of Sekisui wheels, couplers, small amounts of styrene sheet in .01, .02, .03 and .04 thicknesses, some thin shim brass and some slightly stiffer, some scraps of nickel silver for the valve gear (if you want it polished rather than grimy), fusewire, and small amounts of thin wire in various sizes.

The chassis is removed from the body, the keeper plate unscrewed and the wheels and motion removed. The front of the chassis block is cut and filed down to the shape shown in Fig. 1 and holes drilled and tapped as shown for the body fixing screw, bogie pivot screw and bogie retaining screw. The keeper plate is also cut back to clear the bogie pivot and is now held by only one screw. Motion brackets







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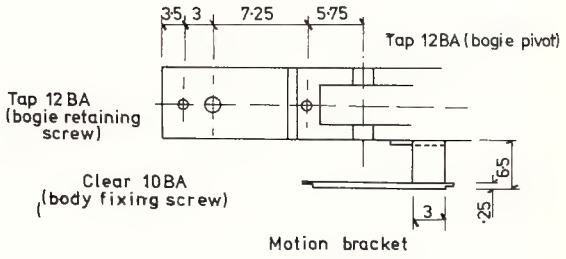

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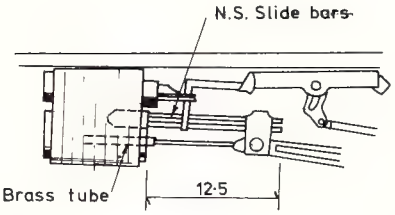
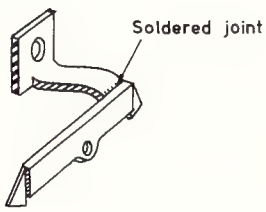
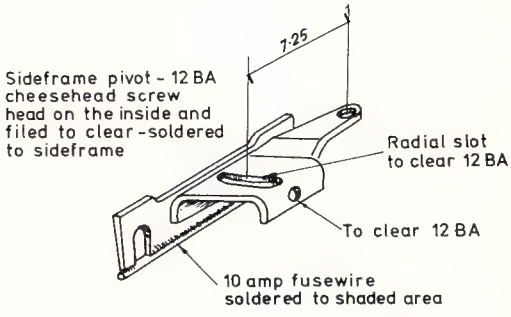


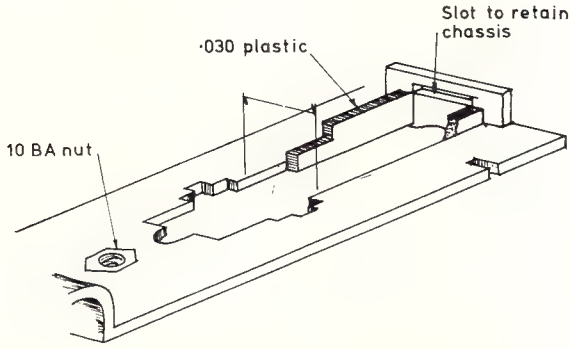
4 VALVE GEAR



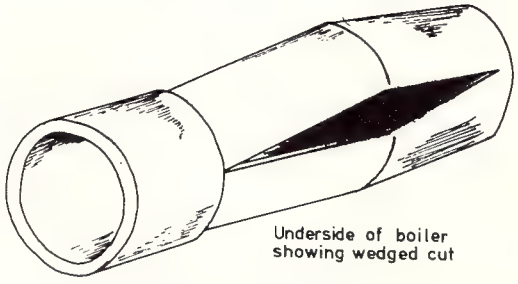
2 MOTION BRACKET


7·25
Sideframe pivot - 12 BA cheesehead screw head on the inside and filed to clear - soldered to sideframe
Radial slot to clear 12 BA
To clear 12 BA
10 amp fusewire soldered to shaded area

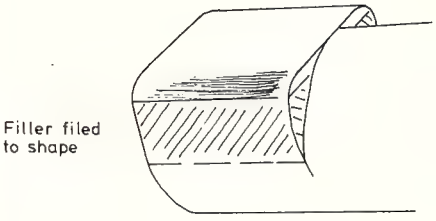
5 PONY TRUCK



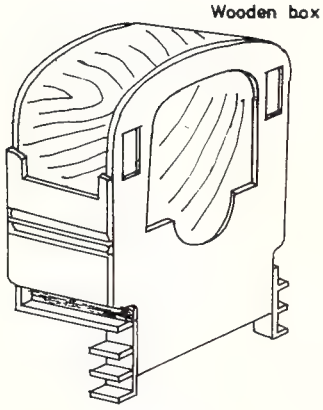
6 UNDERSIDE OF FOOTPLATE



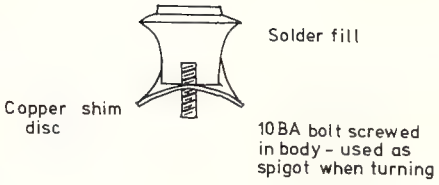
7 BOILER



8 FIREBOX



9 CAB



10 FUNNEL

are cut from brass or nickel silver sheet. I found it best to make these in two parts, a "Z" shaped bracket being soldered to the back of a front plate of nickel silver (Fig. 2). The ends should be filed back to approximately the shape shown (see prototype photos) and the centre hole drilled and tapped 12 BA to hold the existing small screw of the expansion link (with the aid of some glue to accommodate the metric thread).

The bracket can be stuck to the gear casing on the chassis with Araldite or similar and I found that a 12 BA thread could be tapped into the casing (with care) sufficient to hold the bracket in position while drying.

The cylinders are built up from transverse layers of plastic sheet to the correct thickness and carefully filed to the correct shape in one block (Fig. 3). Cylinder and valve covers at each end are made from selected plastic sprue cut overlength and cemented in place then filed to the correct thickness when dry. The glands are represented by fine brass tubing.

The slide bars are made by making a straight cut with a jeweller's saw in a piece of nickel silver then filing each side until the correct width is obtained. They are made overlength and glued into a hole drilled in the cylinder block. As I wished to use the existing fluted connecting rods which are too short, the slide bars were made longer than scale and new piston rods of nickel silver wire soldered to the existing crossheads.

The valve gear past the expansion link is represented by pieces of nickel silver cut and shaped as shown and cemented into the valve cover (Fig. 4).

The top ends of the expansion links are cut off to clear the footplate and attached to the new motion plates with the old screws with a touch of glue, (I used Seccotine) on the screws.

The remainder of the running gear is re-assembled and tested for smooth running.

The bogie is made from thin brass, the sides being attached to the centre part with 12 BA screws allowing slight play for equalising movements (Fig. 5). The pointed ends are filed from the wheel sets and they are held in place by a piece of 10 amp fusewire soldered centrally. The wheels can be removed if necessary by bending the ends of the fusewire. A piece of soft coil spring is placed on the bogie retaining screw between the chassis and the bogie. This needs to be carefully adjusted to keep the bogie on the track without removing too much weight from the drivers.

The footplate is made from 30 thou plastic sheet with a slot cut to clear the mechanism. Additional plastic is cut away at the motion brackets to clear these and their screwheads. Pieces of plastic are cut to rest on the rear part of the chassis and glued to the footplate and a transverse piece has a slot to fit the locating tongue of the chassis (Fig. 6).

A 10 BA nut is glued into a shaped hole on the footplate to take the body fixing screw. At this stage it is advisable to set the chassis with footplate on the track and check that the footplate is level and at the correct height. Adjustment can be made by filing the cylinder tops and packing at the rear or by adding shims of plastic until all is well. The step down at the front is made from three layers of .01 plastic cemented together over a wooden shaped former. The buffer beam is .02 plastic shaped to clear the couplers you are using. Plastic filler is added to the back and filed to the valance shape. Step and frame extensions and other detail are made from scraps of plastic, though I made the steps on the buffer beam of thin brass for strength. Buffers are turned from brass nails in the hand drill (held in the vice) using needle files.

The boiler is made as a tube about 3" long from three pieces of .01 plastic cemented together over a dowel former such that the finished outside diameter of the tube is the smallest diameter of the boiler. A piece is cut off of a length equal to the distance from the front of the smokebox to the point of maximum diameter (at the dome). A cut is made on the underside from this point to the rear of the smokebox and the cut is wedged open until the tube tapers evenly from the back of the smokebox. An extra wrapper of .01 plastic forms the smokebox. Another section of tube is cut off of length equal to that from the dome to the rear of the firebox and this is similarly cut and wedged to match the diameter of the front portion.

The front and rear portions are cemented together (Fig. 7) and the bottom filed flat (except near the front of the smokebox). The boiler is cemented to the footplate and cut away to clear the chassis.

The top of the firebox is a piece of .04 plastic cemented to the top of the boiler which is filed down .04 to take it.

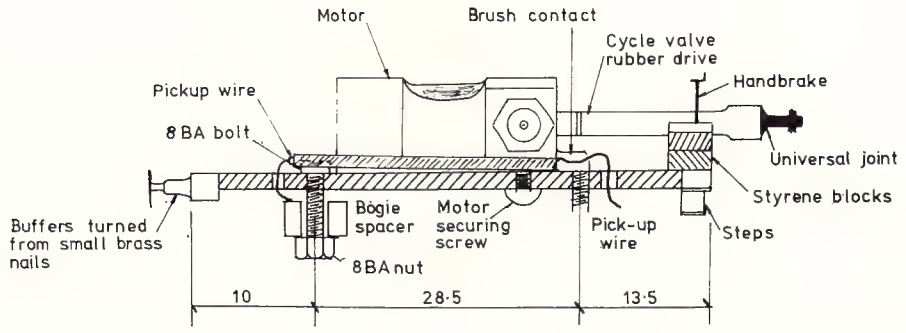
Plastic filler is used to form the sides and the firebox filed to shape (Fig. 8).

The cab front and rear are cut out together from thin brass and attached to a wooden former. The sides and roof are formed in one piece from shim brass roughly cut and filed to shape. After soldering ends and side together the rear of the roof is filed to shape, the cab removed from the formed and the cab windows filed to shape (Fig. 9). The cab windows, funnel and boiler front seem to have a very great effect on the final appearance of the model and it is worth taking considerable trouble to get the shape right, comparing with prototype photos all the time.

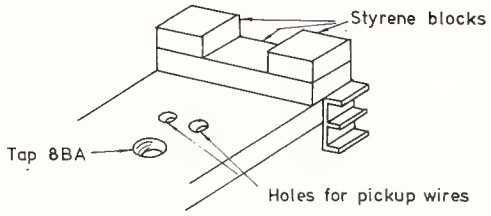
The step below the cab side is formed from two pieces of brass soldered on. The handrail slot is filed out and a piece of 5 amp fuse wire soldered across (some fiddling soldering here).

The engine and tender steps are made up as a block using wood spacers and "slices" cut off.

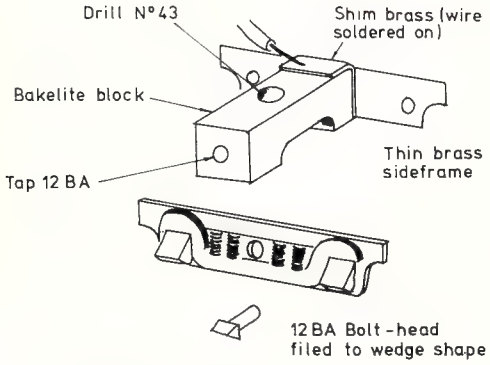
Boiler details are made up from fuse wire, odd pieces of plastic and plastic insulation, etc. The handrails were made from fine springy steel wire and on the right hand side one support below the dome was found to be sufficient. On the left hand side where it has two cranks, the handrail was made in three separate pieces. The compressor was made from a brass bolt turned up. in the hand drill,



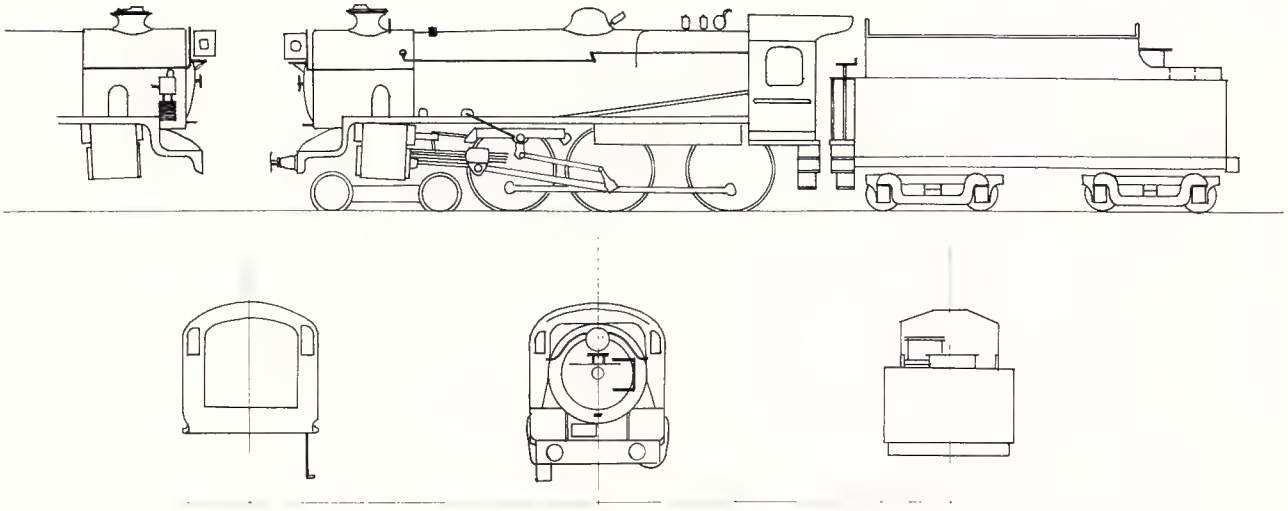
(11) SECTION OF TENDER CHASSIS



(12)



(13) TENDER BOGIE



N.S.W.G.R. C36 TO FIT SEKISUI CHASSIS

as were the funnel and dome. These had skirts formed from shim copper bent to fit the boiler, filled with solder and filed to shape (Fig. 10).

One particularly difficult piece was the terminal check valves for the Natham mechanical lubricator, with five vertical "prongs", set immediately behind the funnel. A small piece of brass had five No. 80 holes drilled in a line at the correct spacing and then pieces of fuse wire lift overlong soldered in. These were filed to length then the piece of brass filed down close to the wires. If a "handle" is left on the piece of brass until the last this will be made easier.

A lead weight is cast in a metal tube to slide inside the boiler and filling it completely. This weight is cut away to clear the chassis. A block of lead is cut to fit inside the cab up to window level and the bottom is filed away in an arch to clear the drive shaft.

The tender floor is a rectangle of .06 plastic drilled for bogie pivots, pickup wires and motor mounting screw. The front is built up with blocks of plastic cut to clear the motor shaft and the steps glued on. At the rear a plastic buffer beam is stuck on with buffers formed from small brass nails turned down in the drill (Figs. 11 & 12). Bogie side frames are built up on a thin brass backing cut to outline with small holes (about No. 60) for the pinpoint axles and a central hole to clear 12 BA. The equalising beam was made from shim brass and cemented in place. Both these items are best made as four pieces soldered together during drilling and shaping to ensure that all are identical. Axle boxes are small squares of plastic cemented in place then filed to give the sloping face, and springs are formed from

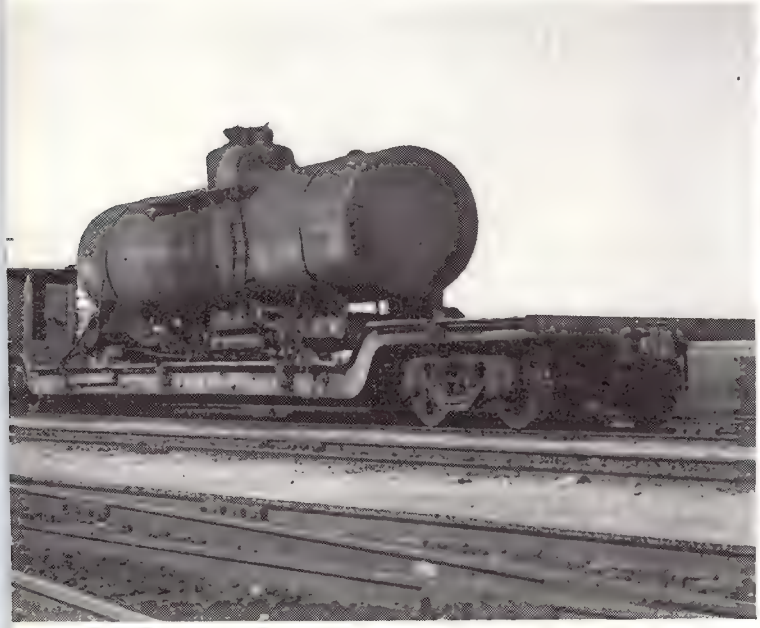
Continued on page 42

LOADS FOR FLAT WAGONS

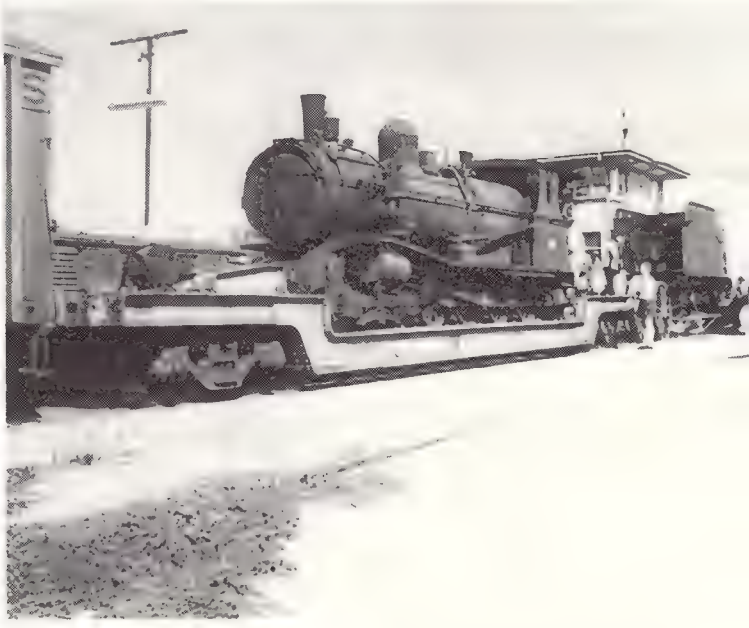
by Phil Curnow

In this selection of photos we are trying to show some of the more unusual loads that can be seen. How you adapt these prototype scenes into modelling uses would be of interest to readers so send along some photos of your models. A word of caution however. If possible try to avoid making the loads permanent because on a model railway unusual wagons tend to stand out. You may find that instead of thinking that another TRAIN is approaching a station your operators will instead be thinking 'Here comes that tank on the flatwagon again'.

Two long thin tanks formed the load for this NRH flat at Alice Springs in 1970. The tanks are cushioned with a batch of old tyres. Photo by Hugh Williams.

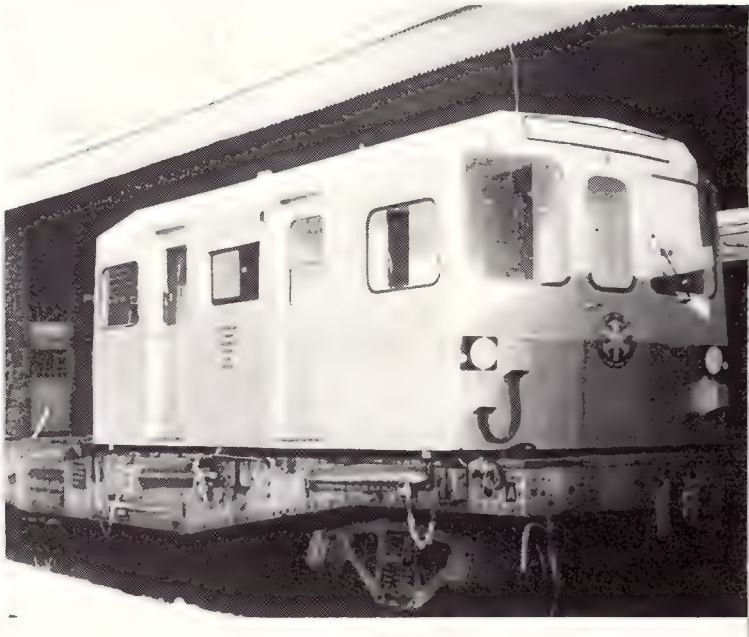


After a derailment on the SAR standard gauge in September 1974 this damaged tank and chassis were returned to the workshops on a well wagon. In other cases the tank has been loaded into an open wagon. Photo by Roger Billett.



Another use for well wagons was to haul narrow gauge engines after over hauls at workshops or on transfers between divisions. In this case T224 was on its way to Millicent for preservation in February 1972.

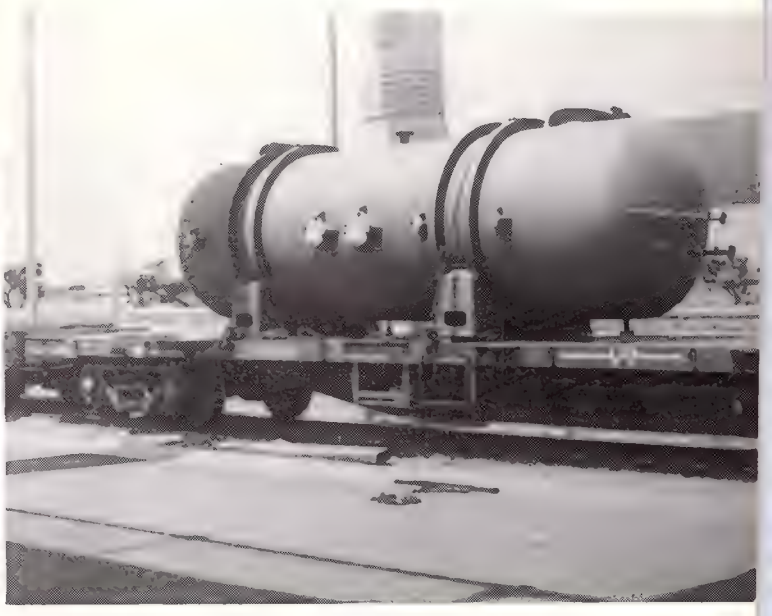
The stations for the Christies Downs line in Adelaide were prefabricated of concrete sheeting and hauled to the site on FB class flats. This is part of Seacliff station awaiting delivery in 1975.



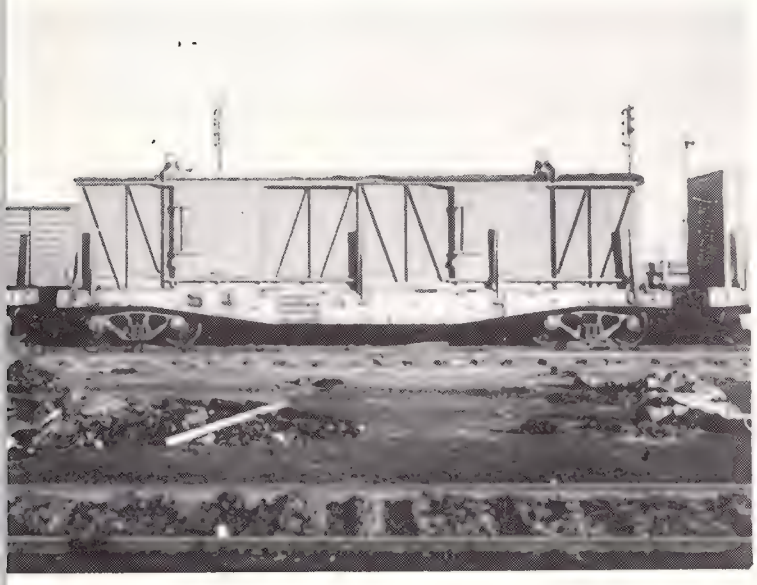
In 1974 the Department of Transport prepared a plywood body shell to test possible cab layouts for proposed suburban trains. This is how it looked when in Adelaide Station on 11/2/75.

The SAR converted several livestock vans into FSB class bogie carriers by removing the original body then fitting lengths of old rail to act as retainers.

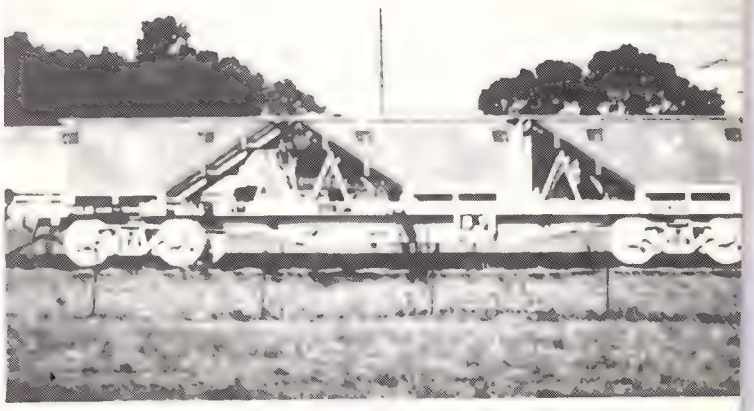
Heavy earthmoving equipment is usually carried on well wagons because of height problems. Dave Flanagan photographed this Caterpillar grader on QB 5 of the Victorian Railways in June 1974.



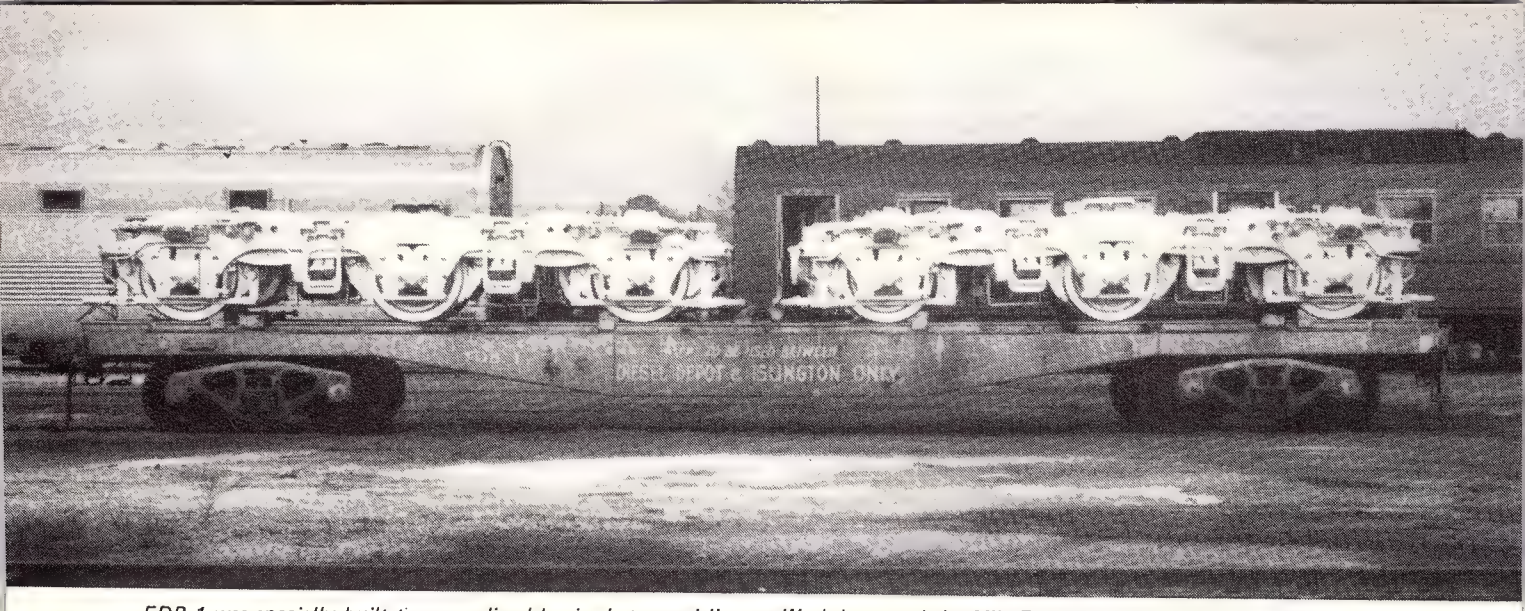
Unusual shaped pressure vessels are occasionally seen on the railways. In December 1973 the Whyalla gantry crane towered over this vessel loaded on an FQX flat of the Victorian Railways.



For many years bagged ore has been brought from a mine in the Northern Territory through to Port Adelaide for shipment and bagged cement was sent north as backloading. This move required road transport to the railhead, narrow gauge to Marree, standard gauge to Port Pirie then broad gauge through to Port Adelaide. The Commonwealth Railways (A.N.R.) converted some NVB class narrow gauge wooden bodied vans into containers which are then transported on any suitable flatwagon, in this case an FB of the SAR broad gauge.



In 1967 the SAR built a group of FCD class flats and skips that were to have carried stone from a quarry near Murray Bridge to the site of the Chowilla Dam wall. Here the skips were to be loaded onto road trucks for movement to the unloading site. The skips had either red or grey sides depending on the thickness of their steel floor. The Dam was never built so the skips were scrapped and the FCD were built into ELX type open wagons.



FDB 1 was specially built to carry diesel bogies between Islington Workshops and the Mile End diesel depot. It also carries spare bogies to the scene of derailments or other mishaps such as 'hot boxes'. In this case it is loaded with a pair of bogies for a 900 class diesel.

These Centurion tanks and other Army vehicles are heading south of Goulburn (NSW) on BME and other classes of NSWR flats. Behind the last Army vehicle were flats carrying sheets of flat steel.

'OVERLAND SLEEPING CARS – 2

Twinette Cars

*(1st) Weroni (1950)
*(1st) Dorai (1950)
Nomuldi (1951)
Mokai (1951)
**Malkari (1956)
***Paiti (1956)
Yanni (1957)
Kuldalai (1957)
Tawarri (1967)
Yankai (1967)
(2nd) Weroni (1971)
(2nd) Dorai (1971)

*In 1971, the Victorian Railways purchased (1st) Weroni and (1st) Dorai outright. These cars were then transferred to the Melbourne-Mildura Motorail service (now known as the 'Vinelander') as V.R. Sleeping Cars No. 13 and No. 14, respectively.
**Malkari placed in service in 1956 as Tolkini. Renamed, 1957.
***Paiti placed in service in 1956 as Tandeni. Renamed, 1957.

Paul Rogers

A C36 IN 'N' SCALE

Continued from page 39

plastic sprue put through a 12 BA die, cut into short lengths and glued in place with the backs filed down to give the correct projection.

The bogie stretchers are made from a block of bakelite shaped as shown and drilled and tapped 12BA on the end faces and drilled No. 43 through the centre. Small pieces of brass shim are shaped over the ends and drilled, then connecting flex made from a few strands of fine copper wire are soldered to these. The head of a 12 BA bolt is filed to a wedge shape to simulate the transverse leaf spring then passed through the sideframe and screwed into the stretcher (Fig. 13). The three wheel sets from the purchased tender have split axle insulation and these are used together with a fourth set formed from the uninsulated halves of two Sekisui wheel sets forced into a piece of drilled knitting needle or similar plastic (Fig. 14).

The bogies are then mounted on the pivots and the connecting flexes pushed through the holes in the floor. Sleeves of fine plastic insulation are fitted to the rear pair where they pass around the motor and the flexes passed through the holes in the motor connections and twisted firm.

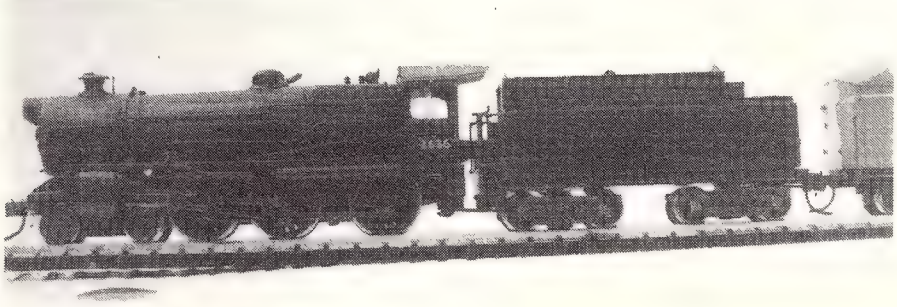
A coupling spike from a small brass nail is fitted to the tender floor, and this hooks into the original coupling bar fitted to the chassis. The spike is positioned on the tender so as to give sufficient clearance on your sharpest curves.

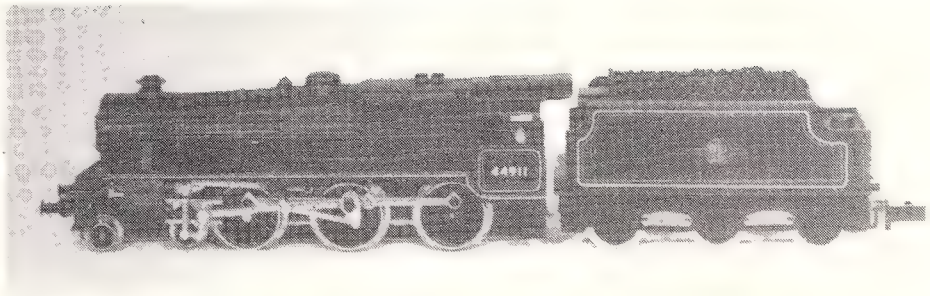
The original universal joint is fitted to the end of a piece of cycle valve rubber, which is then cut to length to connect the motor to the chassis.

The tender body is a simple box of plastic sheet, with thick ends and top and .01 sides because of clearance restrictions by the motor. On my model it is held to the chassis by 12 BA screws at diagonally opposite corners, screwing into a horizontal block on the tender body. The coal space is a rectangle built up from .01 plastic sheet with fusewire handrails, and the water hatch and other details are scraps of plastic and wire. The handrails and handbrake are soldered up from fusewire and added to the front of the tender, ther. the tender is "coaled" with fine crushed coal glued in place, not forgetting some of the rear deck and along the ledge on the side.

The model was painted with a "concotion" of mainly red and black semi gloss Humbrol enamels, to give a colour that appeared not too dark under the artificial light under which it is normally seen. Red lining was in watercolour applied with a ruling pen, taking care not to make this too obtrusive, and the number was applied with a mapping pen, using photographic white ink with a touch of orange water colour. The number is one of the engines I remember on the Mails west of Bathurst in the early 1960s.

The haulage capability is not equal to some of the U.S. prototype models, but my model will take a typical 5 to 6 coach mail train. I only have a MHO at present, as coach construction in "N" from scratch is rather tedious. However Terry Clark's admirable article on constructing a RIB set using conversions may be the answer.





Graham Farish LMS Stanier Black Five Loco in N Scale. Our sample supplied by Hobbycraft, PO Box 88, Ivanhoe, Victoria. 3079. Price: $75.50.

One of the latest releases from Graham Farish 44911 represents a class introduced in 1934 which eventually totalled some 842 engines. They were probably amongst the most successful 4-6-0's built. Our review model was supplied lettered for BR.

The loco is fitted with a well painted die-cast body which ensures good pulling power without the need for traction tyres. It proved capable of pulling at least 35 four-wheelers on moderate grades. Operation is both smooth and relatively quiet, a tribute to the new improved Graham Farish chasis and motor. It was noted that very slow operation resulted in an occasional stall on point frogs no doubt due to pickup being solely on the loco. The tender could be modified for pickup without any real problem by a keen modeller.

The tender has an injection moulded plastic top and feels as if a little more weight would be useful. The usual Arnold type coupling is fitted to the rear.

Dimensionwise the loco and tender appear fairly accurate although the valvegear is understandably oversize. All in all this is a pleasing model which reaffirms Graham Farish's intentions to improve upon their earlier efforts which, at times, left a bit to be desired.

Bill Kerr

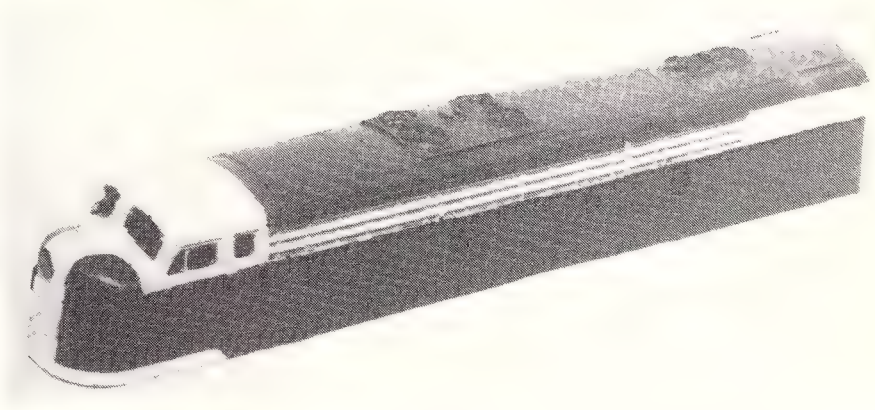
NSWR Prototype Kits in N Gauge by MRC. The samples were obtained from various hobby shops.

For some years now MRC have been offerin a number of HO Australian kits of variable quality; now they are producing a range of N gauge kits of NSWR prototype. The kits reviewed here are a 42 class body kit, an MHG guards van, a TRC refrigerator van, a BCH coal hopper and a BWH wheat hopper. The kits range in relative quality from good to poor.

All kits are made from the same material that MRC uses for their HO models. Some flash is evident but in most cases this is easy to remove. The castings for the MHG and TRC were quite good while the BCH and BWH castings had quite a few bubbles in the sides. The 42 class castings was poor, to say the least.

Although the kits come without instructions assembly is straightforward as the kits consist of only one or two pieces. The body and floor make up the MHG and TRC kits, the BWH kit consists of a body and roof and the BCH consists of a body and optional coal load. All kits come less bogies and couplers and two holes have been pre-drilled to accept bogie pins for standard N gauge bogies. These holes require some work to accept the bogie pins. The best couplers to use would be the truck mounted type.

The dimensions for the rolling stock kits are not exactly prototypical but I feel that they are within reasonable tolerances. The N gauge bogie most



NSWGR 42 class body kit.

readily available is a Bettendorf type. However, not all the prototypes of these kits are equipped with Bettendorfs. The BCH and BWH are OK: the TRC is equipped with Andrews bogies which are fairly close to Bettendorfs; but the MHG is equipped with 2AT bogies that are nothing like Bettendorfs.

The BCH and BWH casting is reasonable although there are bubbles throughout them. There is detail on the end platforms however; the platforms themselves are turned up. The bogie centres are one foot out and as a result of this the bogies stick out from the car ends.

The TRC is, perhaps, the best casting of the lot. The dimensions are quite close to the prototype with the exception of the car's width.

The MHG casting is quite good too and the floor casting includes a lot of underbody detail. The bogie centres are three feet longer than on the prototype but the model still looks good.

The 42 class body kit is designed to fit the Mehanotehnika, SD45, chassis — with some modification. The body is four feet too long so that it will fit the chassis without too much work. This chassis costs $19.95 and, at the time of writing, is in short supply. The kit itself comes in four pieces consisting of the body and three other parts. There are no instructions with the kit and this does cause some problems; I have still not worked out where the three other pieces go.

There is adequate detail on the body casting although the hostler cab detail has been omitted and the port-holes are not correctly placed. While the casting detail was OK, the casting itself was not. One side of the casting was thicker than the other and the thin side was very brittle and was easily damaged. There were numerous bubbles throughout the casting and some had broken through the surface giving a pitted effect. I have purchased another body kit and this casting is an improvement. Some windows and port-holes come covered in flash and extreme care should be taken in removing it, for the window sills are easily damaged. I left the flash intact to give a semblance of glass.

Painting these models is not too difficult and to obtain an opaque finish it is important that the insides of each kit be given a coat of dark paint.

Stuart Livesey

SR and LMS Four Wheel Brake Van in N Gauge by Graham Farish. Samples supplies by Hobbycraft, PO Box 88, Ivanhoe Vic. Price: $5.50 ea.

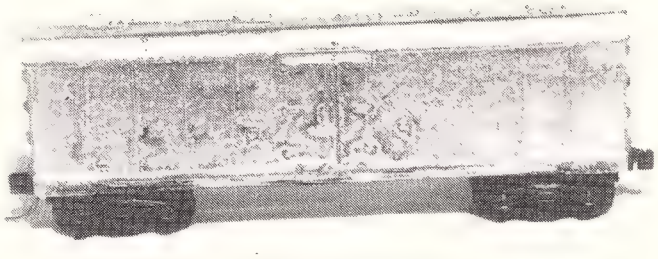
This vehicle is supplied in the paint schemes of the Southern Railway and the London, Midland and Scottish Railway. It is 26'6" long over the buffers, 12' high from rail height and eight foot wide. Once again there is considerable detail but it is coarse in places. The wheels are a little more secure than those on the bogie van but they still require only a small amount of effort to remove them.

The van definitely needs more weight. The only weight supplied is a small washer that makes no difference at all, except to make a noise as it rattles around inside.

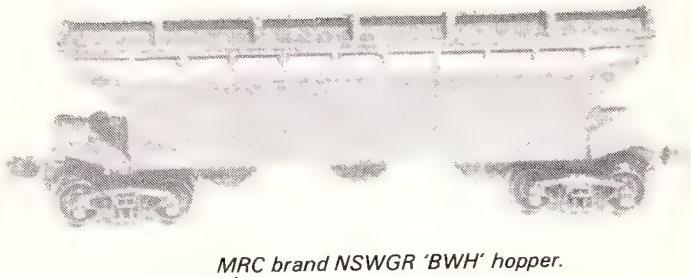
Stuart Livesey

North Eastern Bogie Van in N Gauge by Graham Farish. Sample supplied by Hobbycraft, PO Box 88, Ivanhoe Vic. Price: $6.50.

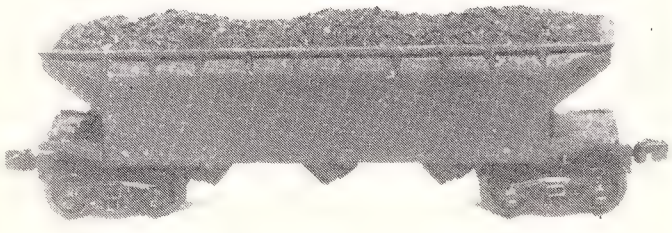
This vehicle is a model of a bogie van as operated by



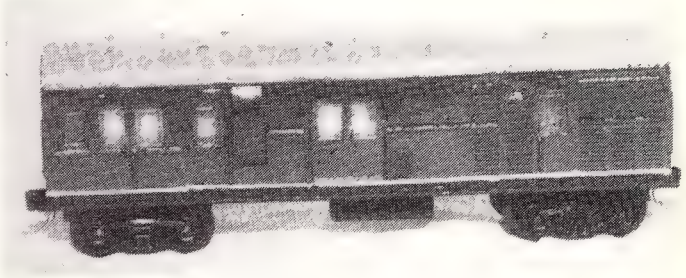
MRC brand NSWGR 'TRC' van.



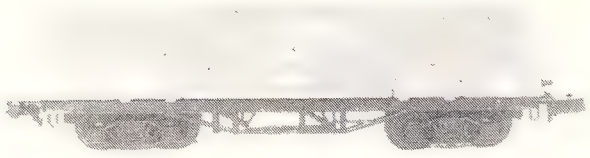
MRC brand NSWGR 'BWH' hopper.

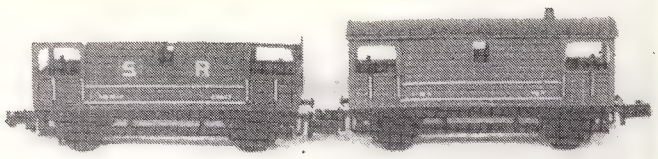


MRC brand NSWGR 'BCH' hopper.



MRC NSWGR 'MHG' guards van.



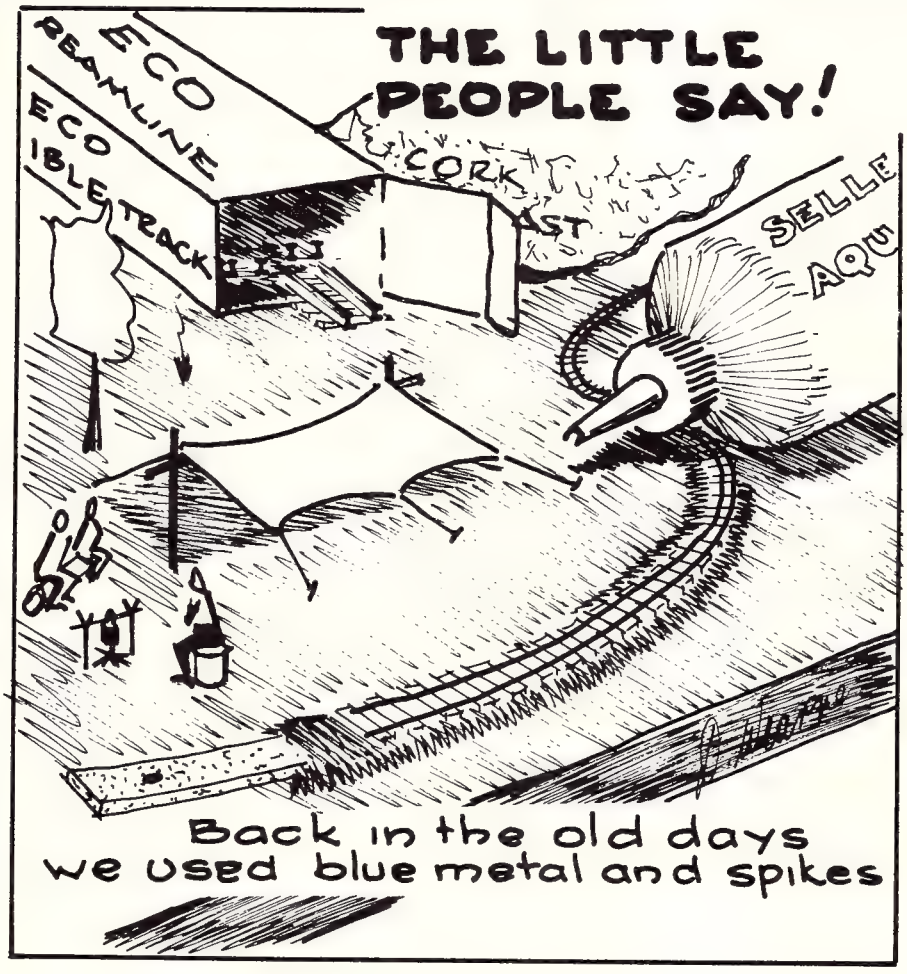


the North Eastern Railway in England. It is 39' long over the buffers, 12'6" high from rail level and 8' wide. The van rides on Archbar tracks.

There is a considerable amount of detail on the model although it tends to be a bit coarse in places. The bogies look good but the wheels fall out easily. It is not necessary to spread the frame for the wheels to fall out. When running the van has a tendency to wobble and to overcome these faults the bogies should be replaced and the van weighted.

The couplers are the standard Rapido type with a form of springing that is peculiar to Graham Farish. They did not look right to me but they performed satisfactorily.

Stuart Livesey



AMRM NEWS

Compiled by Bob Gallagher

As most readers are no doubt aware, AMRM is a voice in Australia portraying the thoughts and desires of Australian railway modellers, no matter what their prototypical theme. As with many similar publications, AMRM is really only a voice of a few and unfortunately, the majority rely upon the few to supply the necessary basis for the publication. At the moment we are running short of articles for publishing in AMRM and our regular group of authors are in the middle of large projects, so we make (once again) an appeal to readers for articles that are, in themselves, complete. Articles of layouts and modelling techniques are most welcome and needed urgently. If you have not written an article before, why not try your hand at it for the task is not as difficult as many make out. If you model any other prototype, other than Australian, send in photographs and details of your models, for most AMRM readers appreciate railway models, no matter what their origin. The need is urgent so please do not put it off until a rainy day for you will find some other reason for delay when the rainy day arrives.

Inspiring

Some issues back, the writer of this column was correctly credited with an AMRM COMMENT based on inspiration, but unfortunately many readers misunderstood the overall aim of the COMMENT for the basic aim was not well defined. Some readers did however receive some benefit from the writings and wrote to the AMRM office outlining not only the inspiration received but the models completed via such inspiration. To get to the point I would like to outline a few aspects of this hobby that gives me inspiration in the hope that it may be of assistance and interest to others seeking that 'drive' needed at times to once again start modelling or making a start on that large project. Reading magazines, attending meets and exhibitions give most modellers the possibility of attaining that necessary inspiration. Do not limit yourself to your regular mags; try and borrow or at least read as many as possible. The Narrow Gauge and Short Line Gazette is a relatively new publication that presents many ideas that are applicable to most of us. Meetings of regular clubs and talking to the new member/visitor can also be a means of gaining information that differs from the usual and attending the exhibition that you usually 'give-a-miss', for it will probably display a layout that has incorporated in it an idea that is just waiting for you to receive. To me, however, I find that just looking at other models and talking to modellers, or reading their written word is the inspiration I need to keep me interested in this hobby. It is necessary however to keep one's options open and not restrict your avenue of thought purely to your own chosen prototype, for most railway systems have many aspects in common, and what is applicable in one instance may well be adaptable to your own models.

Computer mixup

The old gremlin struck once again with a slight mix-up in the subscription post-out of last issue. The details are too involved to go into here but in brief some readers would have received more than one copy of the issue, and we ask that the spare copies be returned to AMRM as time permits.

Mini-Convention

Early August in Canberra saw the first AMRM-CMRC Mini-Convention with approx 150 modellers in attendance. Modellers were from Sydney, NSW country, Victorian country, Melbourne and Whyalla, SA. Subjects covered included Painting models, Prototype research, Zip Texture scenery, electronics, silastic casting, tarpaulin manufacture and white metal kits. AMRM and Canberra Model Railway Club management thank the numerous lecturers for their time and knowledge.

BOOKS

by John Bevan

Have you ever wanted a small portable book that gives you a concise guide to the steam locomotive in Australia?

It's now available. Recently Methuen published "The Observer's Book of Steam Locomotives of Australia" by David Burke. This book is one of the six in the Australian Observers series, other topics being snakes and lizards, birds, civil aircraft, sailing craft and rocks and minerals. Incidently I also have a copy of the sailing craft edition, which I find very interesting.

The object of the book is to provide an overview of the steam locomotive in Australia. It describes mainly steam locomotives which are preserved or are still in operation. It's sad when looking at the range of locomotives which were used in Australia to see many interesting types that have never been saved; but that's the way it is I suppose.

This book is compact enough to be carried in your pocket while searching out steam locomotives at museums, displays and the like. There are about 140 types of locomotive described covering all railway systems in Australia. It is divided by operating systems and into groupings of passenger, goods and tank and miscellaneous types.

Each locomotive receives a brief description and photo. The dimensions of each class are given both in imperial and metric measure. Writers of books should note that the correct metric measure for tractive effort is Newtons, not kilograms (force).

David Burke has been a railfan for many years and has achieved many things in that time. This book will add to this stature and should serve to ensure his remembrance. The book contains no errors that I can detect and is, almost unusually for railway books, well set out and edited.

A brief introduction sets the scene and at the end two appendixes give information about wheel classification and locomotive builders. A glossary explains many of those strange terms used in describing steam locomotives.

I cannot but recommend this book to the railway modeller who is interested in the steam locomotives of this country. It will be a useful book and one that will serve well. It strikes me that it would be a good present.

"The Observer's Book of Steam Locomotives of Australia" by David Burke. Published by Methuen of Australia Pty Ltd, 1979. Retail price $3.95.

SCENIC ROUTE this issue presents a further coverage of Phil Knife's ABBOTSBURY SOUTHERN 00 scale layout.

Above: No. 182, 02 class 0-4-4T, crosses Portesham Viaduct with the branch push-pull passenger train bound for Dorchester.

Right: A general view of the station building and approaches to Abbotsbury Southern.

Below: T9 class 4-4-0 No. 304 and 02 class 0-4-4T No. 182 await departure from Abbotsbury Southern with their respective passenger trains.

SCENIC ROUTE

A WEEKEND IN CANBERRA

The weekend of August 4 and 5, 1979 saw the now annual pilgrimage to Canberra for the gathering of model railway enthusiasts. This year Canberra had two exhibitions on offer. I do not intend to comment on why this was so, merely to say it is a domestic Canberra matter. However, I would hope that home town politics do not eventually affect either the running of the annual exhibition for model railway enthusiasts or the raising of money for worthy causes.

The two exhibitions were staged less than a kilometre apart and from a visitor's point of view this was fine. Further, the two exhibitions were very different and this added to the attractiveness of the weekend. Accordingly, one cannot and should not compare the exhibitions but merely comment on them separately.

The 7th Malkara Model Railway and Scale Model Exhibition was held at the Malkara School, as has been the case for several years. The feature of this exhibition was the display by the Model Engineers (CSMEE Inc). The display, both indoors and outdoors, included live steam locomotives, stationary and traction engines in steam and a fine 'cold' exhibit showing both completed models and models under construction. The model of 1210, still under construction, promises to be a gem on completion.

The small scale enthusiasts were catered for by layouts representing Australian, British, European and American prototype in scale/gauges from N to HO/OO, HOn2½ and O. Groups represented in this section were GDMRC/ACTMRS, Bill Cleary's OO gauge and the NCRA and ACTMRS. Grant Fuller and John Walker provided the "O" gauge exhibit. Standards varied in both exhibit and operation and I feel all these exhibits have yet to reach their full potential. All showed a great deal of effort in the modelling field and some of the equipment was enviable but I felt each lacked a little attention to overall "display" that separates good from excellent.

Something the model railway exhibitors and all model railway enthusiasts should look at closely is the Scale Plastic Modellers, particularly the war-gamers. Their dioramas can show us a great deal. Further praise is due when one finds out that not only a lot of the buildings and vehicles are kit-bashed but even some of the soldiers. A good display.

The remaining two sides of modelling catered for were model planes and model boats. Of necessity these were static displays and one would have to be a modeller to fully appreciate what these modellers were displaying. Unfortunately, the animation of the railway boys seemed to attract and hold the crowds.

The trade was represented by the Model Shop and the Hobby Shack and the enthusiasts groups were represented by the ARHS (ACT Division) who still have the best T-shirt value! Overall an interesting and varied display of the modelling art.

Philip College was the venue for the 1979 Canberra Model Railway Exhibition organised by the Canberra Model Railway Club. This Exhibition was exclusively model railways and attracted some of the best exhibits from Sydney as well as Canberra. A feature of the exhibition was the display of fine models entered in the annual modelling competition which is reported on elsewhere in this issue. One other interesting display was 'An Introduction to Our Hobby'. This was particularly relevant when one looked at the layout exhibits which tend to appear very professional these days.

The bulk of the layouts came from Sydney and these included Model Workshop's "Menangle", the Prospect Model Railway Club layouts (three all told) in both HO and N, the evergreen, ever popular "O" scale layout of Norm Read and Col Shepherd, and a layout from the Sydney N Gauge Model Railway Club. All these layouts are now well known although most were shown in Canberra for the first time.

The Canberra boys were not backward either with the CMRC's "Bargo" layout supported by a continuous scratchbuilding demonstration by Grahame Brown from Melbourne (Where? Ed). Additionally, CMRC's president Reg Smith displayed his Queensland Railways 2½ mm = 1 ft layout "Murarrie". Not being an expert on QR I found it difficult to comment on the authenticity of the work but it was certainly refreshing to see a new prototype (for me, that is).

Young high-school student Ross McFarlane spent the weekend scratchbuilding track on the cheap directly opposite Bill Webb's Mail Order stand; that's the good thing about free enterprise in this country. Other trade shows came from Railmag Services, Hylands' Bookshop (in conjunction with CMRC). FSM were present with their fine HO Australian prototype locomotive kits together with AMRM. Additionally, the British Railway Modellers of Australia mounted a static display of layouts under construction.

The standard of exhibit this year was very high. All exhibits showed improvements in either the layout or the operation and overall a 'professional' image was obvious. Awards for layouts were not made this year and I feel this was a good thing as to distinguish between some of the layouts becomes a very subjective exercise. Any criticism, however, must be levelled at one of the Model Workshop operators who, late on Sunday afternoon, discovered a 'hot-box' on a powder van in one of the consists. He merely shunted it into the goods siding at Menangle station and did not attempt to cool it in any way. The obvious

Continued on page 41

SOUTHERN CROSS MODEL RAILWAY ASSOCIATION

Secretary: Trevor Moore.
Membership Enquiries:
P.O. Box 84,
Miller. N.S.W. 2168.

DIVISIONAL REPRESENTATIVES:

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Bald Hills, 4036.
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New South Wales:
George Giraldi,
322 Elizabeth Dr.,
Mt. Pritchard, 2170.
Ph: (02) 602 3117

Victoria:
Barry Moore,
1/1613 Fern Tree Gully Rd.,
Knoxfield, 3180.
Ph: (03) 763 8763.

The Annual Membership fee for the SCMRA is $8 from March to February and $6 Joining Fee.

Membership entitles you to participate in the activities of the Association, to receive AMRM, and our newsheet Booster. Standards, Recommended Practices and Information Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals.

For further details write to the secretary or contact the divisional representative

Meetings are usually organised on the second Saturday on each month in New South Wales, Victoria and Queensland. For further details and location please contact the divisional representative.

New South Wales:
October 13: Demonstration of kitbashing at Rydalmere.
November 10: Inspection of large club layout at Blacktown.
December 8: Christmas B-B-Q at Brooklyn.

Victoria:
October 13: Demonstration of control board wiring at Laverton.
November 10: An explanation of signalling at Laverton.

Queensland:
October 12: Meeting at Redcliffe, 7.30 Friday night.
November 9: Meeting at Bald Hills, 7.30 Friday night.

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HORNBY Railway Collectors Association invites anyone interested in O gauge, Dublo or tinplate to join our growing Association. Details from the secretary, David Neale, 5 Naree Road, French's Forest 2086. (02) 451 4363.

A WEEKEND IN CANBERRA

Continued from page 40

occurred around 5.00 pm. A large explosion, a cloud of smoke and up went the powder van. Fortunately no damage was done to the layout (can't say the same about my powder van! Ed) but whether they get to go to Canberra again is another question.

This was a fine exhibition; it seems to get better every year and is well worth the trip, remembering there is a lot to see in Canberra besides the exhibition. However my vote for the best exhibit of the weekend goes to the traction engines steaming around Malkara, an example of the modelling art that is indeed hard to top.

Phil Collins

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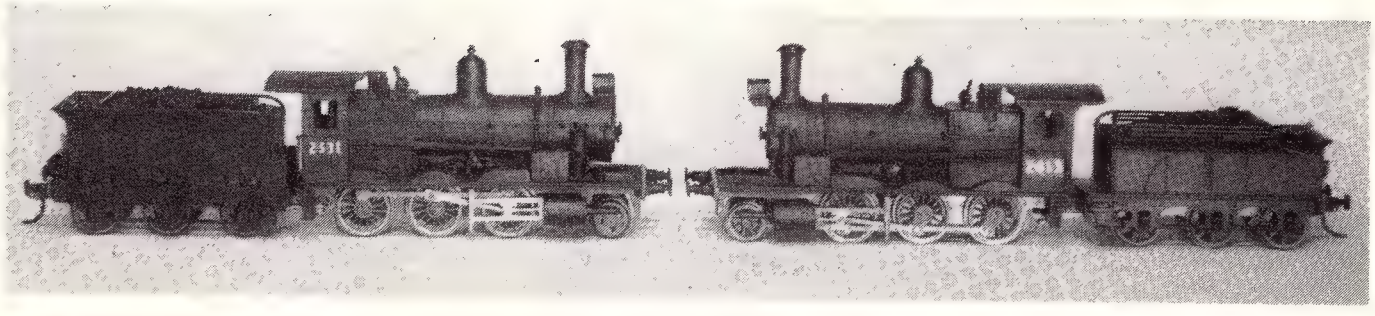
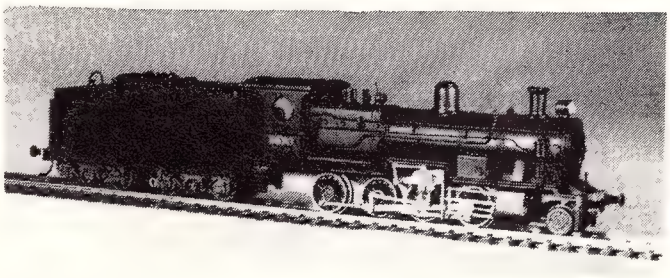
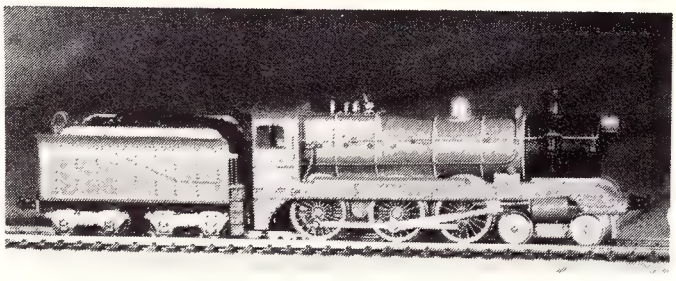


NSWGR Z25 Class locomotive and tender kit. HO scale. Redesigned. Standard or Extended smokebox, please specify. Posted $80.00

NSWGR Z24 Class locomotive and tender kit, HO scale, Porthole cab, internally sprung tender. Posted $80.00.

NSWGR Z18 Tank locomotive kit. Posted $68.00.





NSWGR D55 Class loco and tender kit in HO scale. Standard Turrett tender. Posted $124.00.

NSWGR C35 Class loco and tender kit in HO scale. Posted $101.00.

"Since July, several unforeseen events have caused us to lose production. Consequently our hope of clearing all outstanding orders has not been achieved. The D53 is also behind schedule for the same reason. If all goes well from now on it will be in production and ready for despatches to commence by the end of September. If you order in Mid October, we should have sufficient made up to overcome any delay in despatch. The price will be $124.00 Post Paid. No Photo is yet available to illustrate this Loco.

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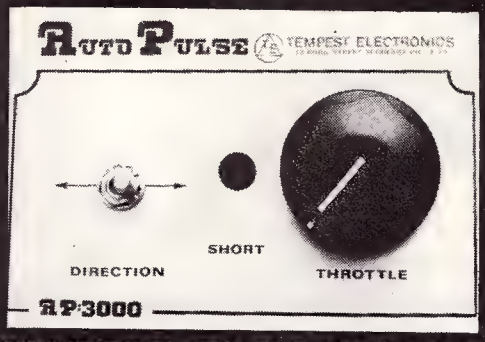

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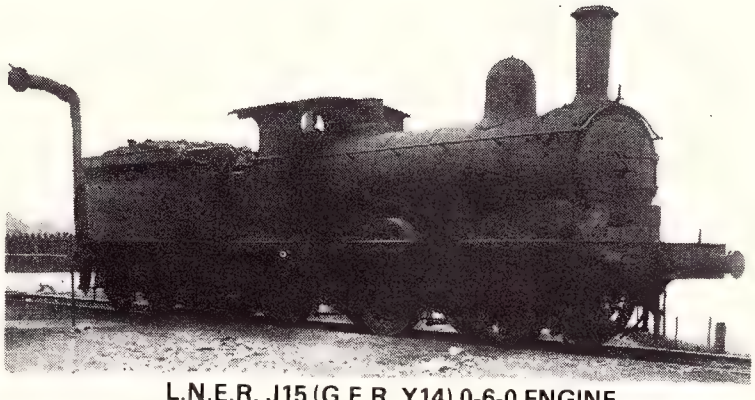

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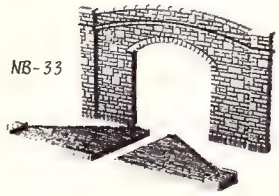
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PECO

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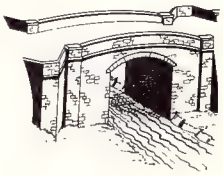

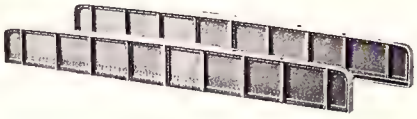
NB-39

LINESIDE STRUCTURES

NB-5

NB-1

STRUCTURE KITS & PARTS

NB-1 Lineside Huts (5) .. ..
NB-4 Signal Box, wooden type .. .. ..
NB-5 Single Stall Engine Shed . .. ..
NB-6 Goods Shed - brick & timber . ..
NB-9 Cedar Wood Bungalow - small . ..
NB-10 Cedar Wood Bungalow - large . ..
NB-11 Split Level House .. ..
NB-26 Platform Edging - brick .. .. ..
NB-27 Platform Edging - concrete .. ..
NB-28 Platform Edging - stone .. .. ..
NB-31 Single Tunnel Portals (2) .. ..
NB-32 Double Tunnel Portals (2) .. ..
NB-33 Single Road Overbridge Sides (2)
NB-34 Double Road Overbridge Sides (2)
NB-39 Girder Bridge Sides, 114mm (4) .
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NB-42 Brick Walling - red. .. ..
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NB-32

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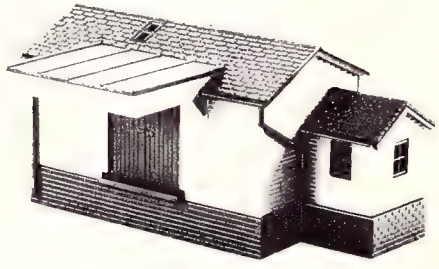
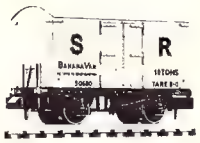
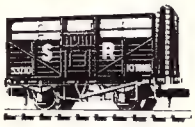

NB-6





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3422 (NR-40W) G.W.

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3412 (NR-44E) N.E.

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3432 (NR-43E) Box Van, std. N.E.
3441 (NR-42S) Banana Van, S.R.
3442 (NR-42E) Refrigerator, N.E.

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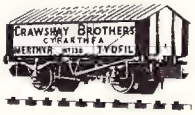

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3406 (NR-P92) Kingsbury
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3404 (NR-P101) Denaby

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3474 (NR-P111) Dowlow
3475 (NR-P112) Crawshay
3476 (NR-P113) S.L.B.

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3484 (NR-P120) SAXA
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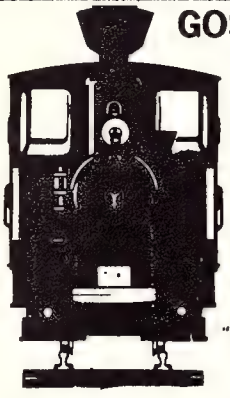

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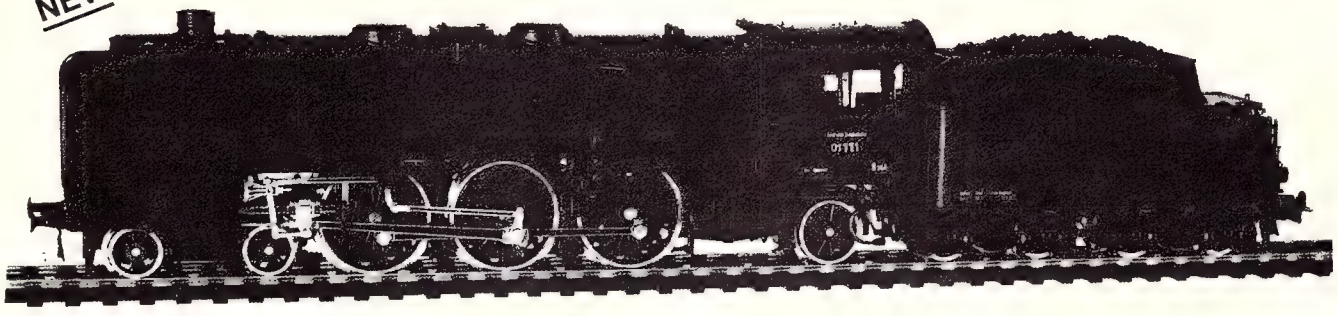

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4118	Steam locomotive type 150 C of SNCF 2-10-0 wheel arrangement	$116.25
4119A	Steam locomotive DB type BR 01 4-6-2 wheel arrangement	$118.35
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4132A	Electric locomotive DB type BR 151	$73.70
4133A	Electric locomotive DB type BR 111	$ 63.30
4135B	Multi purpose main line electric locomotive DB type BR 110 ocean blue/beige	$ 65.50
4136A	Electric locomotive DB type BR 140 green livery with silver ventilators	$ 64.00
4136B	Electric locomotive DB type BR 140 DB livery ocean blue/beige	$ 66.30
4137A	Electric locomotive DB type BR 110 (3) blue livery with silver ventilators	$ 64.00
4137B	Electric locomotive DB type BR 110 (3) blue/beige	$ 66.30
4138	Electric locomotive DB type BR 112 in wine-red/beige livery tee	$ 66.30
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4141C	Electric locomotive DB type BR 118 green livery	$ 69.20
4141D	Electric loco OBB type BR 118 green livery	$ 69.20
4142A	Electric locomotive DB type BR 181 (2) ocean blue/beige	$ 69.20
4142B	Electric locomotive DB type BR 181 (2) blue livery	$ 67.70
4143	Electric locomotive DB type BR 116	$ 72.20
4149A	Electric locomotive OBB type BR 1189 green the Austrian "Crocodile"	$117.55
4149B	Electric locomotive type BR 1189 the same as 4149A, but in red livery	$117.55
4195	Electric locomotive type BR Ae 6/6 of SBB	$ 73.70
4197	Electric locomotive type BR 1044 of OBB	$ 66.30

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4151A	Diesel locomotive DB type BR 215 wine-red livery	$ 46.15
4151B	Diesel locomotive DB type BR 215 ocean blue/beige	$ 48.50
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4154A	Diesel locomotive DB type BR 290	$ 55.80

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4215	Coach 1-2nd class DB AB 3ygeb	$ 10.60
4216	Coach, brake 2nd class DB BD3ygeb	$ 10.60
4238	SBB unit coach type 11B 2nd class	$ 14.00
4240	SBB unit coach type 11D luggage van	$ 14.00
4242	DB express coach (Bym) 2nd class	$ 13.15
4243	DB express coach (ABym) 1st and 2nd class	$ 13.15
4244	DB express coach (BDymf) 2nd class with driver's position	$ 19.95
4249	Express post van DB (4mg-a)	$ 12.90
4251	Express passenger coach 2nd class Byg 516 with Schwanenhals bogies	$ 12.35
4253	DB express passenger coach 1st and 2nd class AByg 503	$ 12.35
4255	DB express passenger coach 2nd class BDyg 531	$12.35
4256	DB express coach (Bum) 2nd class in latest DB colours	$ 13.60
4257	DB express coach (Aum) 2nd class in latest DB colours	$ 13.60
4258	DB composite coach (BDum) in latest colours	$ 13.60
4259	DB express luggage van (Dum) in latest colours	$ 13.60
4262	DB express post van (post 4mg-a)	$ 13.60
4260	Db express sleeping car (WLA Buhm) in DSG livery	$ 13.60
4261	DB express dining car (Wrum) with interior detail in DSG livery	$ 13.80
4264	DB suburbn express coach (BDnf) (control coach) with control cab luggage and 2nd class compartments, illumination	$ 19.95
4265	DB suburban express coach (Bn) 2nd class	$ 13.60
4266	DB suburban express coach (ABn) 1st and 2nd class	$ 13.60
4268	Tee open plan coach (Apum)	$ 13.60
4269	Tee dining car (Wrum)	$ 14.70
4270	Tee buffet coach (ARDum)	$ 14.70
4271	Tee observation coach (Adum)	$ 16.60
4272	Tee restaurant car (WRumz)	$ 18.30
4282	Touropa-Turnus-Couchette Coach (Bctum)	$ 13.60
4289A	Express coach DB, 2nd class (B4uwe)	$ 14.75
4290	Express coach DB 1st class (A4u)	$ 14.75
4291	Express coach DB 1st and 2nd class (AB4u-23b)	$ 14.75
4292	Express sleeping car DB (WL4u21)	$ 14.75
4293	Express post van DB (post 4e616)	$ 14.75
4359B	DB maintenance equipment coach yellow	$ 16.50
4294	Db express coach (Bum) 2nd class overall length 264 mm	$ 13.60
4295	DB express coach (ABum) 1st and 2nd class	$ 13.85
4296	DB express coach (Aum) 1st class	$ 13.85
4297	DB express luggage van (Dum)	$ 13.85
4298	DB composite coach (BDum) 2nd class and luggage	$ 13.60
4304	Closed goods van of DB Europe	$ 5.10
4305A	Closed goods van, old type of DB	$ 4.35
4306	Staunchion truck with removeable staunchions of DB	$ 5.10
4307	Open goods truck of DB	$ 3.15
4308	Cattle wagon with curved roof of DB	$ 5.20
4309	Open goods truck DB	$ 4.25
4310	Covered van (Europe)	$ 5.10
4311	Open panel sided truck DB	$ 3.80
4305B	Beerwagon "Furstenberg"	$ 5.60
4305C	Beerwagon "Dinkelacker"	$ 5.60
4305D	Type 20, private owner beer wagon	$ 5.60
4305E	Type 20, private owner beer wagon	$ 5.60
4301B	Type 10, private owner beer wagon	$ 5.60
4301C	Type 10, private owner beer wagon	$ 5.60
4300	Covered van of Italian state railways	$ 4.55
4301A	Covered van flat roof, DB-G10	$ 4.35
4303A	Low-sided wagon DB	$ 3.40
4312A	Refrigerator van DB (TK02)	$ 5.30
4313	Hinged lid chalk truck DB (openable)	T/C
4314	Open goods truck DB (Europe)	$ 4.25
4315A	Covered van of SNCF Europe	$ 4.55

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The first edition of our newsletter was so popular we had to go into a second printing. Subs $1.00 July to December, $2.00 January to December — Get yours now.

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We have just been appointed as Agents for Con-Cor and will be able to offer their HO Passenger Cars and N Locos Passenger Cars and Rolling Stock in a far greater range of roadmames, write with your query.

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2260 Old Time 0-6-0 with tender, green, Western & Atlantic $52.50

2261 Old Time 0-6-0 with tender, red, Union Pacific $52.50

2262 Old Time 2-6-0 Loco with tender, black with decals for various road names $57.50

EUROPEAN STEAM LOCOMOTIVES

2221 Old Time 0-6-0 Tank Loco, BR69 type Cn2 ex T3 of the DB. Length 60mm $32.50

2242 Industrial Tank 0-4-0 type Bn2. Black with Simplex couplers $59.95

2510 German 2-8-2 Locomotive with tender BR41, has 3 lights, working valve gear, smoke unit. All metal construction. 150mm long . $145.00

2512 German DB 2-8-2 Locomotive with tender, no smoke unit $129.95

2530 Bavarian Pacific 4-6-2 Loco with tender. Green with headlights etc. 160mm long .. $122.50

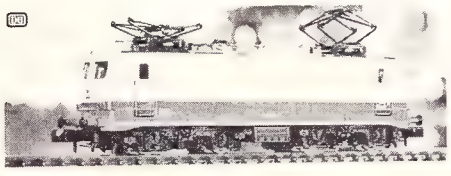
EUROPEAN ELECTRIC LOCOMOTIVES

2322 German DB 141 General Purpose Electric Loco, working headlights and optional pantagraph operation. Length 98.5mm $87.50

2350 DB BR103 (ex E 03) Co+Co, TEE in red & cream. Working pantagraphs and headlights. 123mm long $89.95

2451 DB BR119 1-Do-1 Heavy Express Loco in dark blue livery. 116mm long with working headlights and pantagraphs. $110.00

2452 DB BR119 similar to 2451 but in turquoise & beige livery $110.00



AMERICAN ROLLING STOCK

3611 Old Time Shorty Combine, Western & Atlantic, yellow $8.50

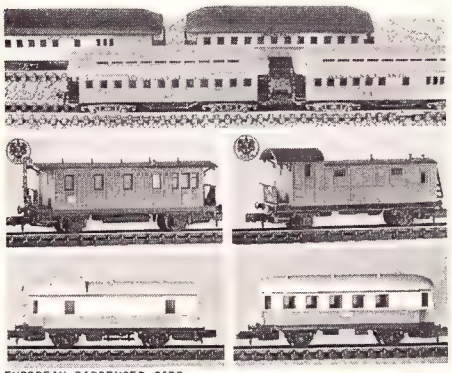
8612 Old Time Shorty Coach, Western & Atlantic .. $8.50

8613 Old Time Shorty Combine, Union Pacific, grey $8.50

8614 Old Time Shorty Coach, Union Pacific $8.50

5471 Steam Crane on bogie flat car $14.95

5479 4-wheel Shorty Caboose, red $6.95



EUROPEAN PASSENGER CARS

3030 4-wheel Old Time Branch 3rd, green $7.95

3040 4-wheel Old Time Branch 2nd/3rd, green $7.95

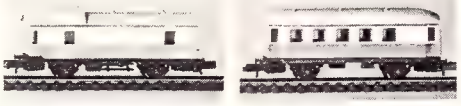
3050 4-wheel Old Time Baggage Car, green $7.95

3060 4-wheel Subburban Baggage, green $7.95

3061 4-wheel Branch Baggage, blue & white $7.95

3080 4-wheel Branch Line Coach, green $7.95

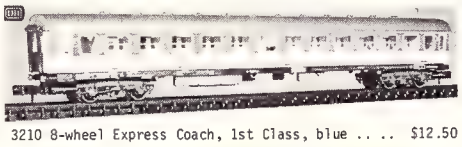
3081 4-wheel Branch 2nd Coach, blue& white $7.95



3140 8-wheel DB Intercity 2nd Class, green $9.95

3150 8-wheel DB Intercity 1st/2nd Class, green .. $9.95

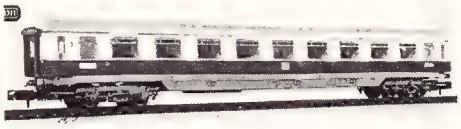
3160 8-wheel DB Intercity 2nd/Baggage, green . .. $9.95



3210 8-wheel Express Coach, 1st Class, blue $12.50

3212 8-wheel Express Coach, 2nd, white / blue . .. $12.50

3292 8-wheel ISTG Sleeper, blue $12.95



3810 TEE 8-wheel Compartment Coach, red & cream $12.95

3820 8-wheel TEE Aisle Car, red & cream $12.95

3830 8-wheel TEE Bar/Lounge Car, red & cream .. $12.95

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4310 4-wheel Tank Car - Aral length 55mm $7.25

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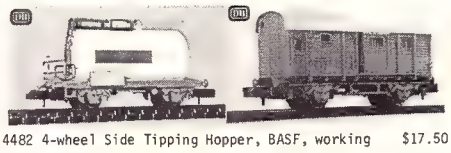

4482 4-wheel Side Tipping Hopper, BASF, working $17.50

4483 8-wheel Self Unloading Hopper $11.95

4484 4-wheel Operating Centre Flow Car $13.95

4490 4-wheel German Caboose, green $5.50

4492 4-wheel German Guard's Van with lights . .. $13.95

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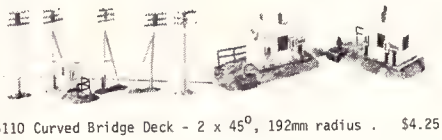
6010 Transformer Station and poles $4.75

6020 Telephone Poles & Phone Booth $5.75

6030 Lineside Huts - Two $4.50

6100 Straight Bridge Deck - 2 x 222mm $4.25

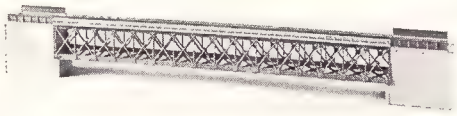


6110 Curved Bridge Deck - 2 x 45°, 192mm radius . $4.25

6121 Curved Bridge Deck for double track $5.75

6160 Bridge Piers - 5mm x 20 pieces may be stacked $3.50

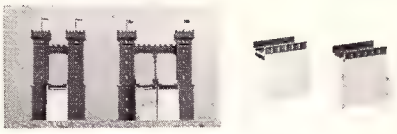
6161 Bridge Piers - 51.5mm x 4 pieces $3.25



6170 3-span Truss Bridge with piers - 390mm long $7.25

6180 Box Girder Bridge with piers 333mm long . .. $7.50

6181 Truss Girder Bridge with abutments, 444mm .. $13.95



6182 Bridge Portals, old time red brick $10.75

6190 Steel Arch Bridge - length 555mm with abutments $11.95

6221 Pier Construction Set for sloping ramp $6.50

6222 Short Piers - 10 x 25mm high $5.95

6223 Longer Piers - 10 x 50mm high $6.50

6224 Bridge Abutments - 2 x 50mm high $4.25

5260 Masonry Viaduct - 222mm long in 2 sections $4.95

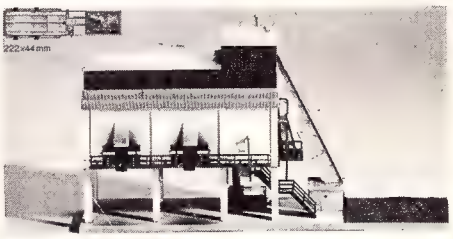
6270 Masonry Bridge - 222mm long, 2 arches $4.95

6280 Steel Arch Bridge - 222mm long $4.95

6333 2-stall Steam Loco Shed - 180 x 100mm $13.50

6336 Old Style Engine Shed, single stall $7.50

6339 Diesel Loco Shed, 2 roads, automatic doors . $12.50



6350 Coal Bins with moveable crane $6.25

6354 Overhead Coaling Stage - 222 x 44mm $13.95

6384 5-stall Roundhouse with automatic doors . .. $35.00

6430 Goods Shed with toplights $4.50

6440 Goods Shed with platform, ramp & crane $8.95

6480 Factory Building with saw tooth roof $4.50

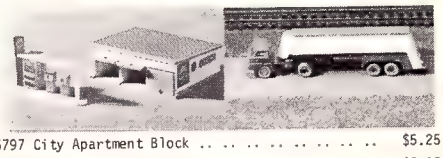
6490 Six Assorted freight Loads $3.75

6530 Construction Site Vans - 2 items $4.25

6570 Shell Service Station $3.95

6573 Highway Maintenance Kit - signs, tools etc. $3.95

6650 Aral TankTruck $4.25



6797 City Apartment Block $5.25

6798 2-storey Flats Building $5.25

6821 Operating Factory Complex $59.95

6823 Automatic Hopper for remote control loading etc. as used in 6821 .. .. $9.95

6825 Imitation Coal for use with 6821 & 6823 . .. $1.95

6826 Unloading Ramp for use with special wagons . $9.50

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R784 LMS Goods set (with 'Jinty' loco)	$68
R785 BR Freight set (with class 25 diesel)	$79
R786 LNER Heavy goods set (with B12 loco)	$91
R787 BR Express freight set (with class 47 diesel)	$104
R788 GWR Passenger set (with 0-4-0 loco)	$62
R789 High Speed Train set (with HST)	$78
R790 BR Inter City set (with class 37 diesel)	$84
R791 LMS Express passenger set (with 'Duchess' loco)	$111

'OO' LOCOS. (Many others Available)

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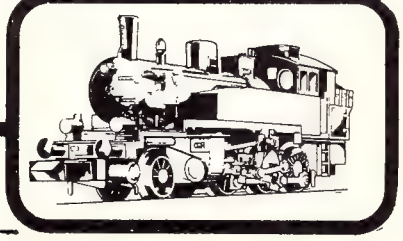

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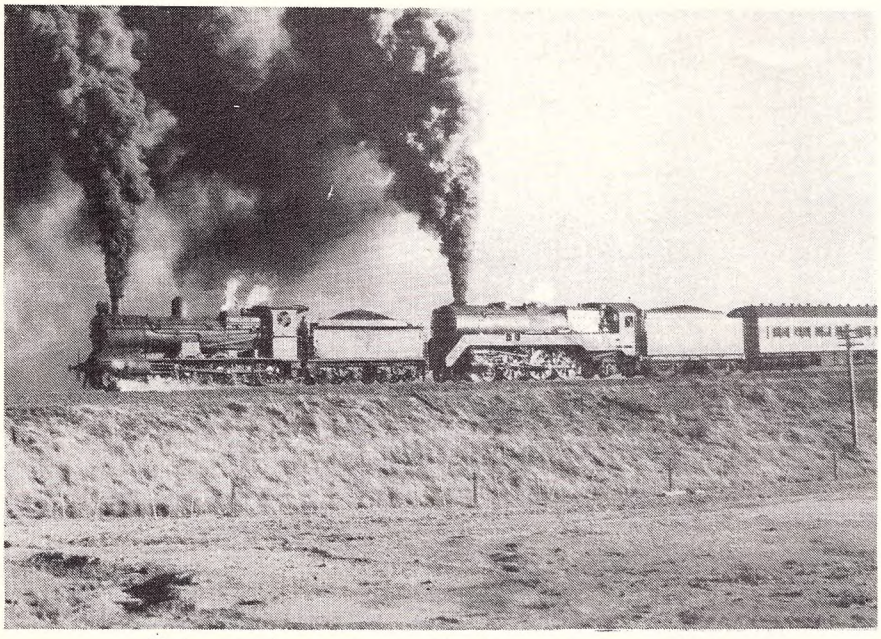

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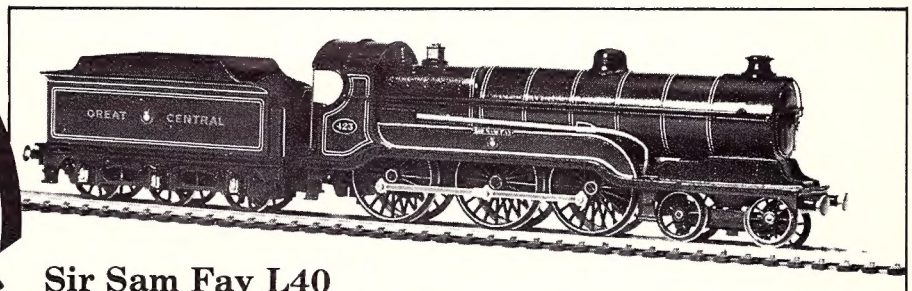
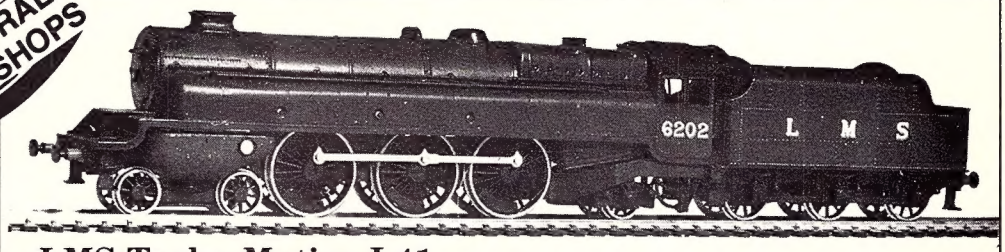


Sir Sam Fay L40



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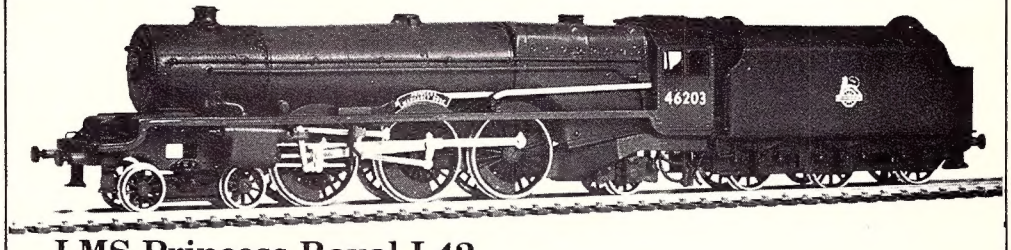

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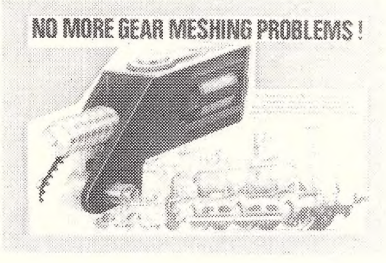

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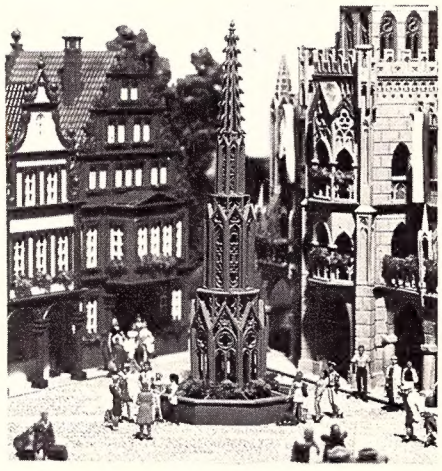
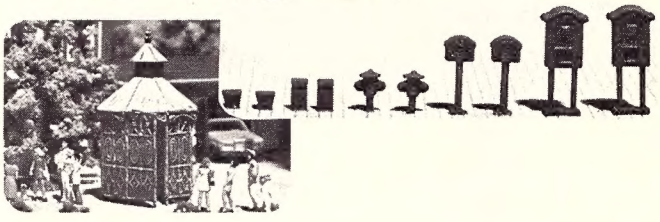


Left: 7760 Large Gothic Church
Top Right: 7759 Base for Church
Right: 3758 Town Fountain
Lower Right: 3761 Street Accessories
Bottom: Public Toilet



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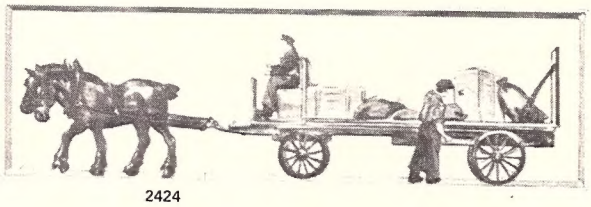

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